VOL. CCXIV, No. 2790

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THE SPHERE, AUGUST 1, 1953
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The SPHERE

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Guinness Guide to Country Dishes

MELTON MOWBRAY PIES

are 'raised' in the heart of the hunting country and filled with pork that must be cut up and not, whatever you do, minced. A Melton Mowbray pie is well worth drawing the shops for. When run to earth, serve it cold, preferably with Guinness.

LOVE IN DISGUISE

is a West Country delicacy, and somehow there's a West Country flavour about the very name. Stuff a calf's heart with veal forcemeat and bake very slowly. Served with bacon and brown gravy nothing can disguise its savoury excellence.

MICHAELMAS GOOSE

is a great country tradition. "Who eats goose on Michael's Day Shan't money lack his debts to pay"; but no such excuse is needed when the imprisoned juices burst forth at the knife's entry. Perhaps only Guinness could make the appetite any keener then.

COCKIE LEEKIE

Scotland's great chicken soup, must be five hours a-simmering. Leeks, prunes, herbs and a bay leaf, besides a fowl, all contribute something to this noble broth. Follow it with a Guinness and see if you don't feel like taking on the Douglas and the Percy both at once.

GAMMON & SPINACH

is but one of many good things traditionally provided by "the gentleman that pays the rent". Another farm-house way with ham is to bake thick slices with sharp apples and brown sugar. Superb hams have been cured with stout, which can also be used for cooking them.

HODGE PODGE

Hotch Potch or Hot Pot—there's no more agreement on the name than on the ingredients. But countrymen, from Sussex to Lancashire, agree that no dish is tastier, or stays a man better. Oysters are sometimes included in Lancashire Hot Pot.

CORNISH PASTIES

are distinguished—and that is undoubtedly the word—by the fact that the meat and vegetables are sealed raw into their pastry portmanteau. The beef, liver, potatoes, onion, turnip and carrot cook there in their own incomparable juices.

—AND GUINNESS IS GOOD FOR YOU

Copies of this page may be obtained from Arthur Guinness, Son & Co. (Park Royal) Ltd., Advertising Dept., London, N.W.10. Recipe leaflets covering each subject in the series will be available at the end of the year.

G.E.2064

Volume CCXIV No. 2790 The SPHERE, London, August 1, 1953

The SPHERE

with which is incorporated THE GRAPHIC

THE PREMIER EMERGES FROM A MONTH'S SECLUSION—SIR WINSTON CHURCHILL AS HE LEFT HIS KENTISH HOME AT CHARTWELL FOR HIS OFFICIAL HOME AT CHEQUERS, THERE TO BEGIN AGAIN HIS MINISTERIAL ROUTINE: This week the Parliamentary Session came to an end, and Sir Winston will not have to face Parliament again until October 20, when it is expected that invalids in the Cabinet will have recovered sufficiently to join him on the Front Bench.

With the adjournment of Parliament a chequered session draws to its close, although it will not actually end until prorogation in the autumn. Parliament is now adjourning until October 20, and in this time Sir Winston, his lieutenant Mr. Eden, and his housing chief, Mr. Macmillan, will have an opportunity of complete recuperation. When Mr. Churchill went to Chequers last week he had just had the cheering news that the Korean armistice was about to be signed. Mr. Eden heard the news of the armistice at London Airport, where he was greeted by the Marquess of Salisbury. Last Monday Mr. Eden and Sir Winston lunched together at Chequers in what was perhaps the most hopeful atmosphere there has been in the realm of foreign affairs in recent years. Of the internal affairs of the Government the atmosphere was not so favourable, owing to the spate of illness of Front Bench Members. Talk of a General Election in the early autumn is still being widely canvassed, one idea being that the Government would be wise now to seek a mandate for a further five years.

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

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Vol. CCXIV, No. 2790. August 1, 1953

EDITORIAL AND PUBLISHING OFFICES:
195-198, STRAND, LONDON, W.C.2

Postage Rates for this Issue—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

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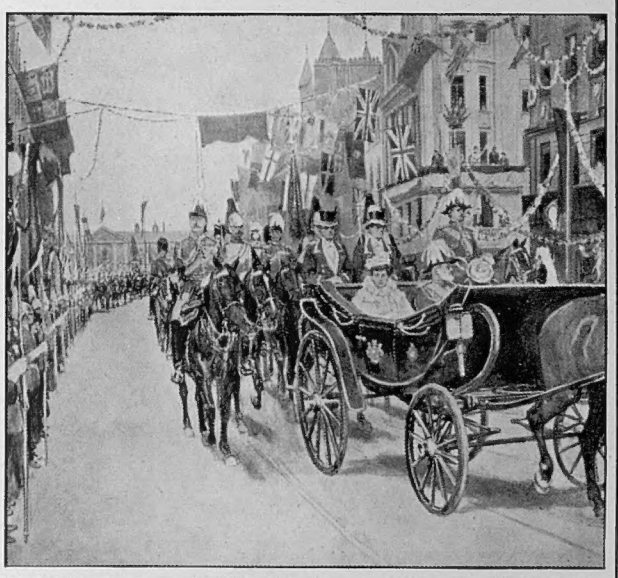
FROM "THE SPHERE" OF 50 YEARS AGO



THE CORONATION YEAR VISIT TO IRELAND IN 1903: King Edward VII and Queen Alexandra driving through the streets of Dublin on July 21, 1903, when they received a tumultuous reception from the crowds. A correspondent writing in "The Sphere" at the time declared that the King captured the hearts of the people by his friendliness. During the visit to Ireland the King also went to Belfast, where he unveiled the statue of Queen Victoria.

NOTICE TO CONTRIBUTORS

Drawings.—*The Art Editor will be pleased to consider artists' specimens and has an especial interest in architectural, shipping, aeronautical, industrial and scientific subjects. It is essential that contributors have a high standard of technical accuracy, as well as of artistic merit. Artists should make an appointment with the Art Editor before submitting their work, or should write to him giving a brief description of its scope if they wish to send specimens through the post. All work should bear a short description and the name and address of the contributor, together with stamps for its return through the post should this be necessary. It is essential that the copyright of all drawings is at the disposal of the owner, as* THE SPHERE *generally publishes the work only after obtaining all rights.*

Photography.—*Topical photographs of news events and of personalities in the news will always be considered. It is absolutely essential that these are fully and accurately captioned. Negatives will not be considered and photoprints should be at least* 8 *ins. by* 6 *ins. The copyright of such pictures must be at the disposal of the sender, postage included for those sent by mail.*

Manuscripts.—*Articles and Synopses should always be sent direct to the Editor and, if possible, accompanied with illustrations and photographs. In each case the pictures should be adequately captioned. Articles are required on all subjects relating to the news of the day, ranging in length from* 750 *words to* 2,000 *words.*

IN NEXT WEEK'S ISSUE

RESTORING THE DYKES OF HOLLAND

A Special Illustrated Feature

A London Newsletter

195-198, STRAND, W.C.2.

Decency Asserts Itself.—I marked Sunday, July 19, with a white chalk. On that day my fainting hopes were revived by a leader in a Sunday newspaper of highest merit. On that day, a responsible journal castigated in courageous and unequivocal terms recent hideous and notorious breaches of trust and taste by one or two of its contemporaries. I had begun to believe that the principle in Fleet Street that dog does not eat dog had become so firmly established that any form of Press censorship within the industry was moonshine, and that courage, decency and honour were gone for ever from the street of ink. But on July 19 hope raised her head again, responsible journalism donned again its shining armour, abandoned sulking in its tent, and came forth to fight for the right. And on July 21 came a more united voice. There may be good in the principle that dog does not eat dog, but to carry the principle to protect the pariah and the scavenger even from the good dog's growl must lead in the end to the universal degradation of a fine breed's good name. But still the puzzle, for ever insoluble, remains: "The thoughts of men are not try-able," as the judge said. We can never know what is in the minds even of the men and women who wave the flags and cry out their loyalty and love. I should have thought that (within a month of the Coronation) "a thousand (three million ?) swords would have leapt from their scabbards to avenge a word." It was not so. Perhaps it takes longer to marshal the forces of public opinion. A start has been made and I welcome it with thankfulness.

New Men and Old Matters.—Before the year ends, I make no doubt at all that we shall see considerable changes in the personnel at the head in several of our most important institutions. Amurath to Amurath succeeds for various reasons. Age and ill-health are two of the most common, and in civilised countries is added that sense of justice which dictates that when underlings have been fully trained to bear great responsibility, they should not be suffered to grow stale and weary with waiting during the best years of their prime. In dictator countries sometimes more violent causes bring about retirements. But, whatever the cause, we may take it as reasonably certain that in many of the leading countries, including our own and Russia, new men will be at the helm in more than one of the institutions of chief constitutional importance, and these men will have to grapple with political, constitutional and economic problems of unusual difficulty and complexity. This may sound as vague as an *Old Moore* prophecy. But I have no desire to particularise. The truth is more and more borne in on me that there is almost always a basis of truth in wild rumour, and though rumour has its origin too often in backstair gossip, the backstair is an effective channel of communication for some of the truth. Not a pretty way, perhaps, but one on which the news services sometimes rely. The percentage of truth officially released nowadays is often smaller than in former times when fewer sleuths were on the war-path. That is no doubt a reaction against snooping. But anyone who wants to get at the truth can usually satisfy himself without much trouble if he accepts the principle that there is no smoke without fire.

Choosing a New Team.—Some of the new men are long since earmarked and obvious. In politics there is no such certainty. The strains of office nowadays play such havoc with Ministers that it has come to be accepted that bodily health is almost more important than mental ability. Certainly sound commonsense and robust bodily strength will carry a man high up on the political ladder, if he be resolute to climb it, but no longer, since the incursion of the telephone, the Comet and the demands of democracy, will experience and supreme ability, not reinforced with extraordinary bodily health, allow a man long to hold down supreme responsibilities. He is carried off to hospital before his schemes are carried through. In that sense, science and democracy are the enemies of good government and of that sense of security and permanence which good government needs. Because of these modern phenomena, it is fair to say that never were there so few "seeded players" and obvious choices for the first six places in the batting order in either political party in England to-day, and since we all admit it is undeniable that they must face some of the deadliest spin and fast bowling ever assembled for a Test series, the modern strains and stresses of office are the more to be deplored. How different (and often how much more effective) it was in the days when we were coolly and quietly governed from the library of a Whig country-house or the coffee-room at Brookes'!

"Not Enough."—The profession of politics has certainly come to be regarded, with mining and certain chemical industries, as among the most dangerous trades. "How fast has brother followed brother from Whitehall to the nursing home." But even an abnormally robust constitution is "not enough" and the Labour Party is as prone as the Tory to succumb to the strains of office when in power. And in Opposition the strains may be heavy enough if a cold war within the Party ranks succeeds the open warfare against the declared enemy. A dog with two tails is a synonym for a man at the top of his form, in high spirits and exuberant optimism. But a dog with two tails, and those steering him this way and that, may be a sad dog. And certainly recent utterances by the Bevanite and the T.U. pilots of Mr. Attlee's bark suggest that his position is growing less secure and rather unenviable, and that the qualities *in excelsis* of a Chairman of Committees are not enough to-day to enable the leader of the Labour Party to steer his course, to revive the unity, fire and purpose of his Party, and to convince the small minority (whose votes decide the issue at elections), sometimes called the wobblers in a total electorate largely unwavering right or left, that the Labour Party to-day and to-morrow offers them and the nation the best deal. How can it be so, if the chief planks in his platform must be veiled or camouflaged to assuage the susceptibilities of warring elements in his own ranks?

Bend Or.—Hugh, Duke of Westminster, might well have been spoiled in the days of his youth. A young man of great good looks, infinite charm, a great facility in sports of all kinds, of remarkable courage, zest for living and initiative, the great *parti* of fact and fiction, possessor of unlimited wealth . . . he was, in a word, the "Lord Teviot" of Emily Eden's *Semi-Attached Couple*: "the great *parti* of the year, with five country houses—being four more than he could live in; with £120,000 a year—being £30,000 less than he could spend; with diamonds that had been collected by ten generations of Teviots, a yacht that had been built by himself, the rank of a Marquess and the good looks of the poorest of younger brothers. . . ." But he wasn't spoilt. Circumstances and the ladies did their best to make him so. But if they made him a legend, they did not make him a bluebeard. George Wyndham's *Recognita* well record his feverish zest for living. His sense of responsibility was less well advertised. But his poorest tenants knew and blessed his name as the ideal landlord, and what he did for

H.M.A.S. "SYDNEY"—THE SHIP OF 10,000 LANDINGS

IT WAS A GREAT DAY FOR THE ROYAL AUSTRALIAN NAVY: The 10,000th landing of an aircraft on the flight-deck of the Australian aircraft-carrier H.M.A.S. *Sydney* was made on the morning of July 17, while the carrier was about 300 miles south-west of the Mexican Pacific coast and 3,000 miles from Pearl Harbour, where she was due on July 26. The carrier brought the Australian Services Contingent to the Coronation, and is now on her way home, *via* Canada, America and Honolulu. The aircraft which made the 10,000th landing was an anti-submarine Firefly piloted by Lieut.-Commander A. L. Oakley of 817 Squadron. This picture shows how, to mark the event, members of the ship's company dressed in whites, and the returning Coronation contingent, formed the figure 10,000 on the central portion of the flight-deck, supported fore and aft by members of the Australian and New Zealand Army and Air Force contingent components. The *Sydney* is proud of the fact that 10,000 landings have been achieved. The skill of her pilots has often been praised, particularly by senior British and American officers under whom she was serving with the United Nations Forces in Korea. The *Sydney* will return to operational duties in Korean waters soon after she arrives back in Australia from her present mission.

the public good, he did with all his might. And his friends were utterly devoted to him. Far back in the dead past, I recall his infinite charm as he received his guests at balls at Grosvenor House, and many a report has come to me of his kindliness and simplicity and sheer domestic happiness in his last years in Sutherland. No doubt, if he had possessed less, he might have become a rather different kind of public figure. But his "life" would be worth writing and reading. For it would be a curious document of a social life dead as the dodo and a creditable record of a man's adjustment of his life and thought to the most violent social revolutions of any generation in history; and I think Bend Or would emerge a likeable and a commendable figure. He was a man and generous—qualities which appeal to Englishmen.

Hilaire Belloc.—I am glad to have talked with Belloc or, rather, heard him talk. Such opportunities were limited to a very few hours of two visits between the wars. I very much enjoyed his talk and I remember the refreshment he offered. For his poetry, especially of Sussex, I have a profound affection and constantly profit from repeating it, especially when driving a car; and the hum of the engine inspires me to sing it. He sang himself—much better than I do. He was a historian not so famous for accuracy and impartiality as for the rare power of bringing the dead past to life and making its events appear natural or inevitable to living men of another world. He was a master of English, too, but for some reason I have found his prose hard to read and derive far less pleasure from his essays than from Chesterton's. The same ideals and faith and polemical zeal inspired them both. Somewhere in official files there exists a list of names of persons who in certain events were prepared to be considered for peerages if the Upper House had required "swamping." I believe Belloc's name is on that list. But the name he died with will, I have no doubt, live more sweetly.

"He rides his loud October Sky.
He does not die."

Silver Blaise.—The latest suspected race-horse substitution is still too obscure for pronouncements and far too complicated for my off-the-course understanding. For the affair is mixed up apparently with telephone-line cuttings and other aids to money-making which I have never bent my mind to. The famous factual instances of substituting and disguising horses on the Turf are too well known even for a journalist to cite. The fictional parallel would be Mr. Holmes' brilliant, if rather high-handed and dictatorial, handling of the disappearance of Silver Blaise (or was it Blaze?), and "the curious circumstance of the dog in the night." But, for my part, Dr. Watson is the prototype of my understanding of these high and horsy matters. It remains to see if Francasal joins Running Rein, etc., in the dramatic list of Turf substitutions. At the time of writing, no proofs are available and a more open and innocent denouement not ruled out. Goodwood is coming round again and soon enough I may meet some of "the racing fraternity" of the race-gang standard in our small local court. Every year the revelation of the strange, underworld existence of this fraternity which speaks a language of its own and seldom pays taxes, intrigues, shocks and astonishes me. If we are "two nations," this is surely one of them.

THE OLD STAGER

TWO LITTLE FAIRIES AND THEIR DOG SPIV: Virginia and Gale Orr, seen bowling along behind their wire-haired terrier, are pupils of the Hampshire School in Knightsbridge. When this picture was taken they were on their way to a rehearsal of the matinée which the school gave last Saturday at the Fortune Theatre in order to aid the Church of England Children's Society (Waifs and Strays).

THE NATIONAL WAR MEMORIAL SERVICE AT EDINBURGH CASTLE

HONOURING THE DEAD OF TWO WORLD WARS: This was the scene at the Scottish National War Memorial, Edinburgh Castle, during the annual commemoration service. Detachments of three services formed up outside the memorial. The naval guard of honour is seen on the right. In the centre are the standard bearers of the British Legion. In paying tribute to those who had laid down their lives the Very Rev. Dr. W. White Anderson, who, with the Rev. J. Kerrigan, Senior Chaplain, Royal Air Force, Scotland, conducted the service, said the two characteristics of Scotsmen had been love of country and their sense of God. After the service, a Royal Navy, Army and R.A.F guard of honour, headed by the pipes and drums of the Royal Scots, marched past Lieut.-General Sir Colin M. Barber, Governor of Edinburgh Castle.

MEN OF EVEREST VISIT THE OUTWARD BOUND MOUNTAIN SCHOOL

A CHANCE FOR THE EVEREST MOUNTAINEERS TO GET AWAY FROM IT ALL AFTER EXHAUSTING WEEKS OF RECEPTIONS AND LIONISATION IN INDIA AND IN ENGLAND: Members of the British Mount Everest Expedition seen with Mr. Eric Shipton at the Outward Bound Mountain School at Gatehouse, Eskdale, Cumberland, during a week-end visit. Mr. Shipton, whose reconnaissance of the southern approach to Everest in 1951 opened the way for the succeeding Swiss and British expeditions, is Warden of the Outward Bound School, and he was able to offer the climbers, including Sir John Hunt and Sir Edmund Hillary, the first two peaceful days since they left Katmandu. From left to right in this picture are: Band, Ward, Lowe, Bourdillon, Shipton, Hillary and Westmacott. Although the Everest men were resting, they could not keep away from the high hills, and they went on a practice climb with students of the school. The work of the Outward Bound School is described and illustrated on pages 162-63 of this issue in an article by Victor Coverley-Price who paid a visit to Eskdale on behalf of "The Sphere."

RAIN DELUGES NEW YORK and TEXAS

A Mighty Downpour Follows the Drought

New York and Texas, in common with London and Leeds, have had some pounding rainstorms in recent days, and the Press has been busy speculating on the possible effects of atom bomb explosions upon the weather. One man was drowned on the roof of a Forty-First Street building in New York. He was found lying in 15 ins. of water, with his arm caught in a clogged drainpipe. Two women were dragged to safety from the roof of their car, which was nearly submerged in a New York underpass, and trains and ships were delayed by the fury of the storm. The sailing of the liner *La Liberté* was delayed three hours in New York owing to heavy gusts.

THIS WAS PART OF THE TEXAS DROUGHT AREA AFTER TWENTY-FOUR HOURS OF CONTINUOUS RAIN : This aerial photograph shows a portion of the town of Abilene, where the western residential districts were inundated. Two hundred families had to be evacuated from Abilene, largely because Cedar Creek, which is seen in the foreground, burst its banks and coursed through the town.

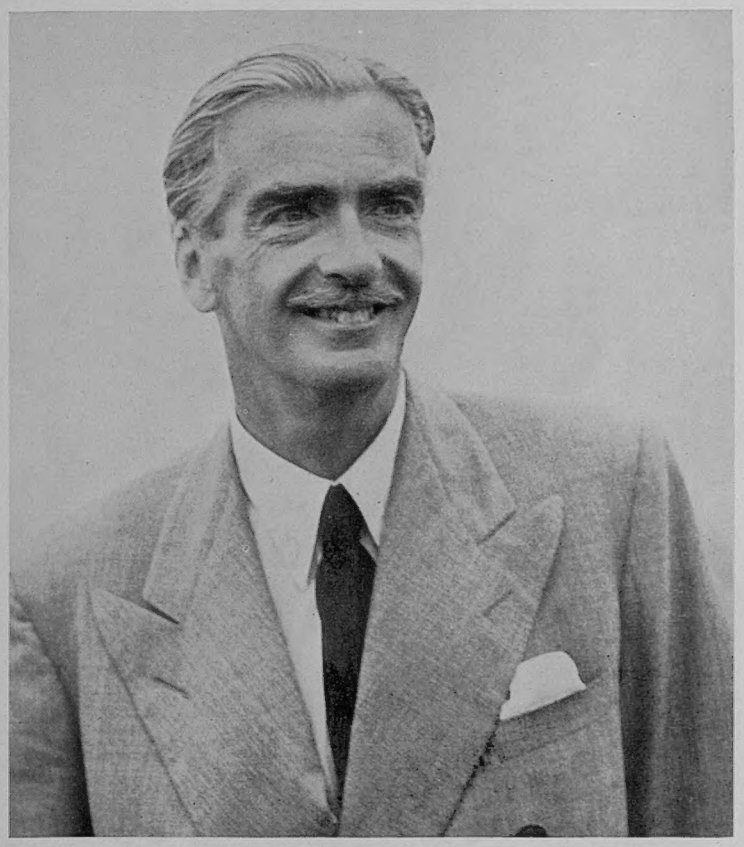
MAN AND DOG RESCUED AFTER THE DELUGE IN NEW YORK : *Left*—A dog walks to safety along a plank bridge placed from the "shore" to the window of a marooned car on the North Hampstead Turnpike. *Right*—The owner follows the dog to safety. North Hampstead was one of the most heavily flooded of the suburbs of New York which were caught in the great storm which followed weeks of drought. In ten hours and fifty-five minutes of continuous rainfall the New York Weather Bureau measured 3.51 ins. of rain at its gauge at Battery Place. New York has not had a rainier day since 1947.

THE COMET SOARS AGAIN—THE GROUNDED AIRLINER TAKES OFF IN SAFETY : The B.O.A.C. Comet which landed at Juhu Airport, Bombay, after being diverted from Santa Cruz, Bombay's international airfield, managed to rise above Juhu's runway after a take-off of only 650 yards. Commander J. N. Linton flew from London to Bombay to take the aircraft from Juhu and he got the unloaded airliner off the ground at a speed of 100 m.p.h. The usual take-off speed is 150 m.p.h. On page 159 of this issue the Comet is seen after it had been landed at Juhu. Fears were expressed at the time that it might be difficult to move the plane.

THE INVALIDS

Mr. Eden Returns from the United States—Mr. Harold Macmillan Leaves St. Thomas's Hospital—Sir Winston Drives from Chartwell to Chequers

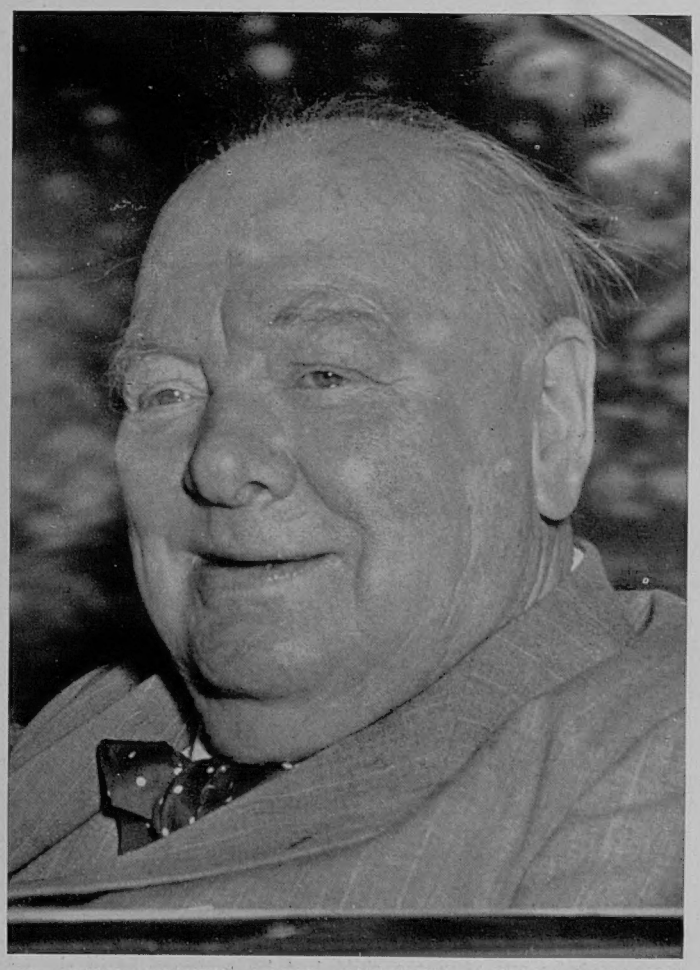
THE EDENS AT LONDON AIRPORT : Mr. Anthony Eden and Mrs. Eden seen as they left the aircraft which brought them back from the United States after a stay of seven weeks. Mr. Eden said he was very well but a stone-and-a-half under weight.



A VERY MUCH THINNER FOREIGN SECRETARY : Mr. Anthony Eden at London Airport on his return from America last week-end. Mr. Eden was met at the airport by Lord Salisbury, the Acting Foreign Secretary, who told him that the Korean Armistice was about to be signed. Mr. Eden let it be known that he would have to undergo a further period of convalescence before he could take up his Ministerial duties in full. During the next few weeks he is to stay in London and Wiltshire. After that he will be going to the Mediterranean, probably to Greece. Although tanned and smiling, Mr. Eden looked noticeably thinner than when he went away seven weeks ago. He told reporters that he would have to put on some weight, but that was all he had to worry about. He felt he could count on being back for duty towards the end of the parliamentary recess. Before leaving Washington Mr. Eden was asked by an American reporter whether his illness had "injured his chance of succeeding Sir Winston Churchill as Prime Minister." Mr. Eden replied with a laugh : "All I hope is that Sir Winston is well," adding that he looked forward to returning to the Foreign Office, where he had "plenty to do."

THE EDENS AT MOORLAND LODGE, RHODE ISLAND : This picture was taken just before they left America.

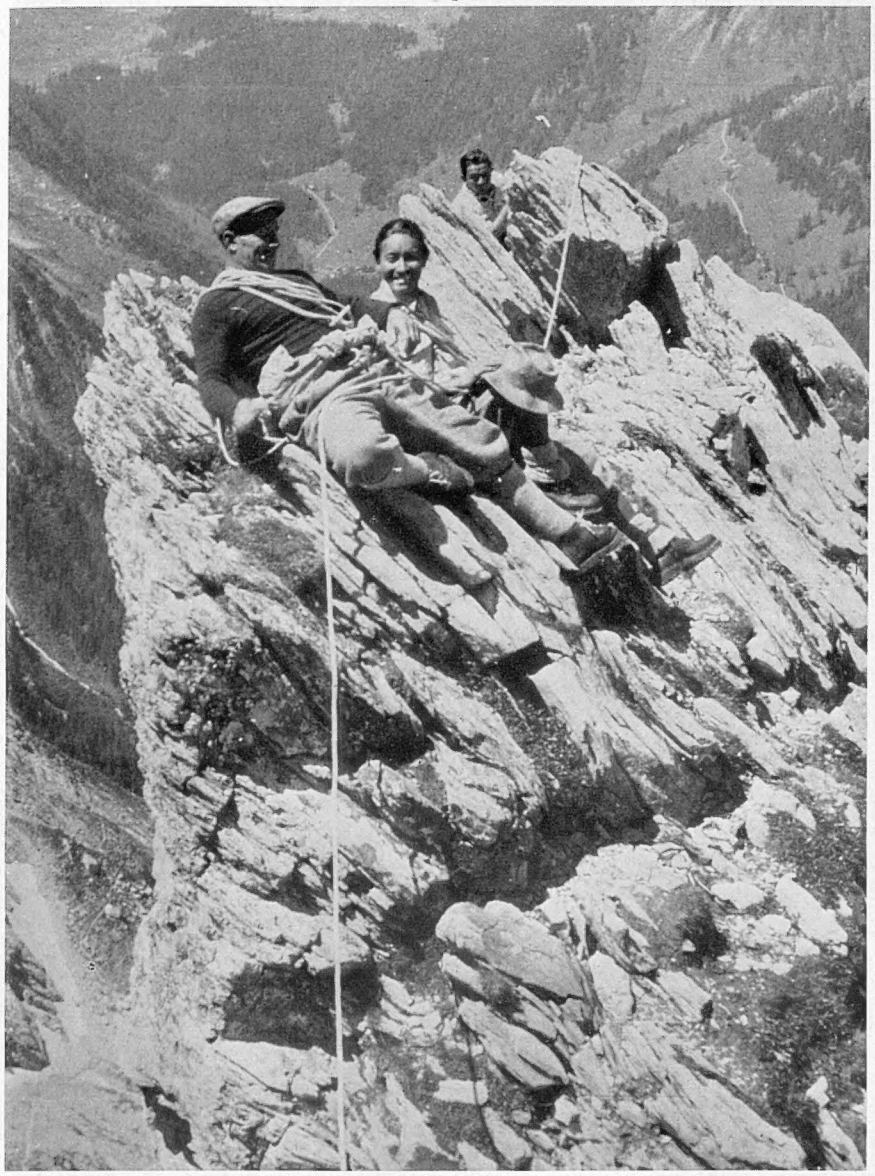
THE MINISTER OF HOUSING AND LOCAL GOVERNMENT SAYS "THANK YOU" : Mr. Harold Macmillan, who has undergone an operation for the removal of the gall bladder, shaking hands with Sister Young as he left St. Thomas's Hospital. The Minister has made a speedy recovery. Another Front Bench casualty has been Mr. J. P. L. Thomas, the First Lord of the Admiralty, who is now responding to treatment for acute neuritis.



THE PRIME MINISTER LEAVES CHARTWELL AFTER A COMPLETE MONTH'S REST : Sir Winston Churchill seen as he was en route to Chequers, where he has now taken up more of his usual routine. He is remaining at Chequers for a fortnight, having greatly benefited from the month of seclusion at Chartwell.

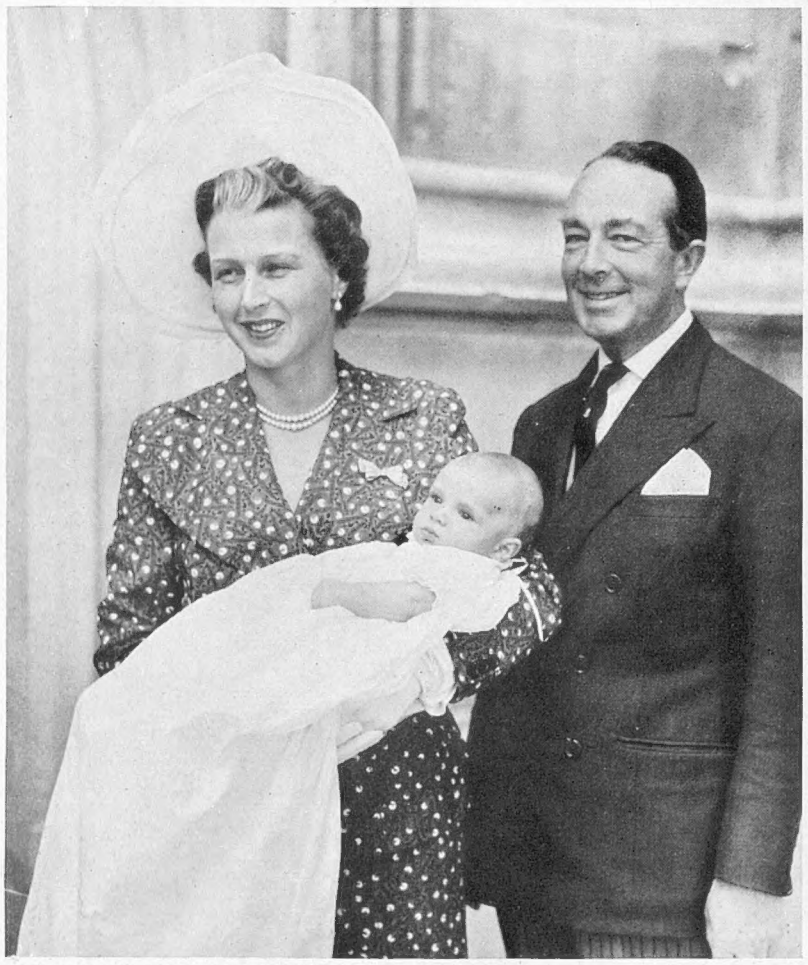
PERSONALITIES
IN THE HEADLINES

Notabilities in Mountaineering, Marathon Running, International Jumping and Cricket; the Shawcross Christening; Priestley Weds Again; Adlai Stevenson in London; Grock and Charlie Chaplin Meet



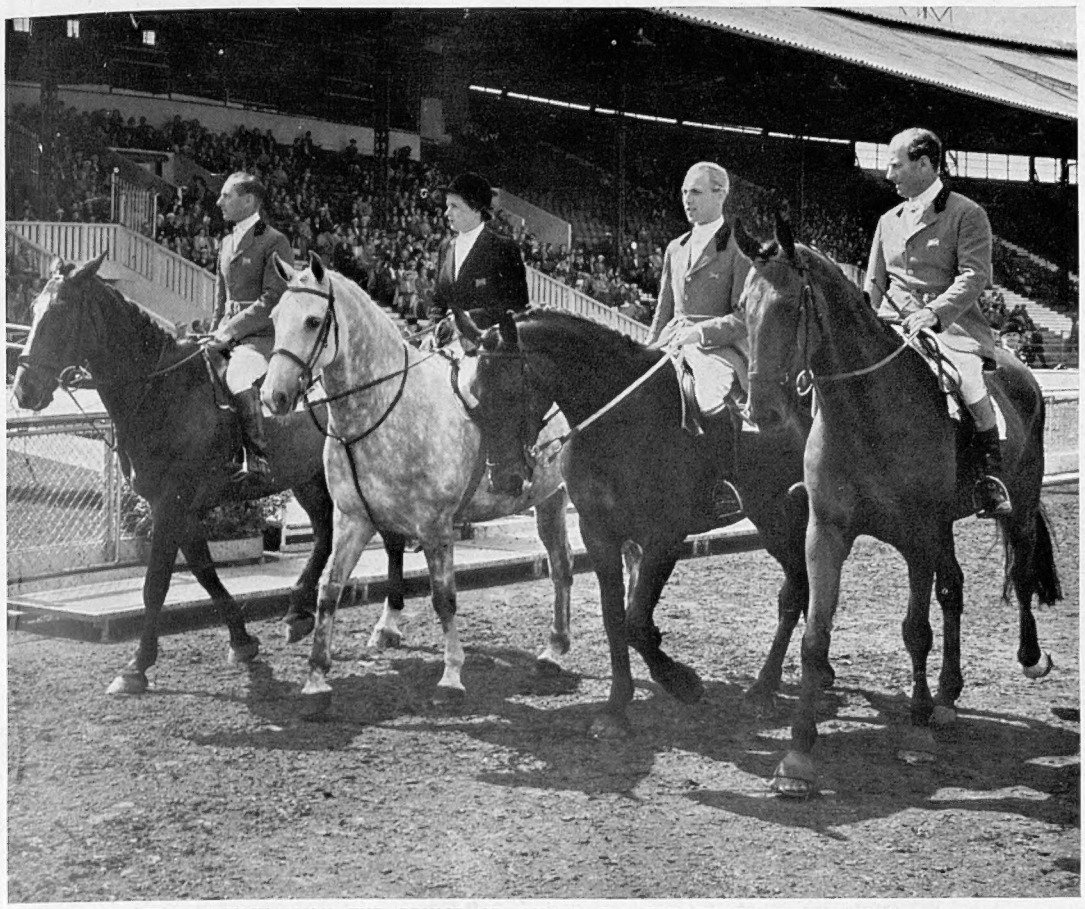
WITH TENSING IN SWITZERLAND: The conqueror of Everest is seen (centre) during a mountaineering expedition in company with his friend Raymond Lambert. Tensing has been on a brief visit to Switzerland en route back to his home in Darjeeling after several weeks spent in England. It was in company with Raymond Lambert that Tensing climbed to within 800 ft. of the summit of Everest during the first Swiss Expedition in 1952. Tensing and Lambert have formed a strong friendship, and this meeting in Switzerland had all the character of a joyous reunion. While in Switzerland Tensing went to the Jungfraijoch, 11,340 ft., by way of the famous Jungfrau Railway and later ascended the Jungfrau, which rises to 13,670 ft.

HONOURS CROWD UPON JIM PETERS: Lord Goddard, the Lord Chief Justice of England, presenting Jim Peters, the England marathon runner, with "The Sportsman of the Year Trophy" at the Metropolitan Police Sports at the Cricklefield track at Ilford. Since receiving this presentation Peters has gained further honours by winning the National A.A.A. Marathon Championship at Cardiff with the remarkable time of 2 hours 22 mins. 29 secs. Thus for the second time this season he has won a marathon race in time faster than Emil Zatopek's winning Olympic run at Helsinki last summer. In the A.A.A. Marathon Peters was running against a strong headwind over the last 13 miles of the course. Like Gordon Pirie, the great middle-distance runner, Peters is a believer in gruelling practice, covering many hundreds of miles a year. Since last August he has covered 3,780 miles, his wife declares. Peters is an optician by profession and thirty-two years old.



A HOUSE OF COMMONS CHRISTENING: Sir Hartley Shawcross with his wife and baby son after the child had been christened in the crypt, being given the name Hume. The godparents were Lord Burghley, Mr. H. A. J. Silley, Mrs. William Miller and Mrs. Tatlock Hubbard. Sir Hartley has lately been under severe fire from members of his own party, and one of the resolutions at the Party's annual conference at Margate deplores his actions in accepting briefs antagonistic to the principles of the Labour Movement.

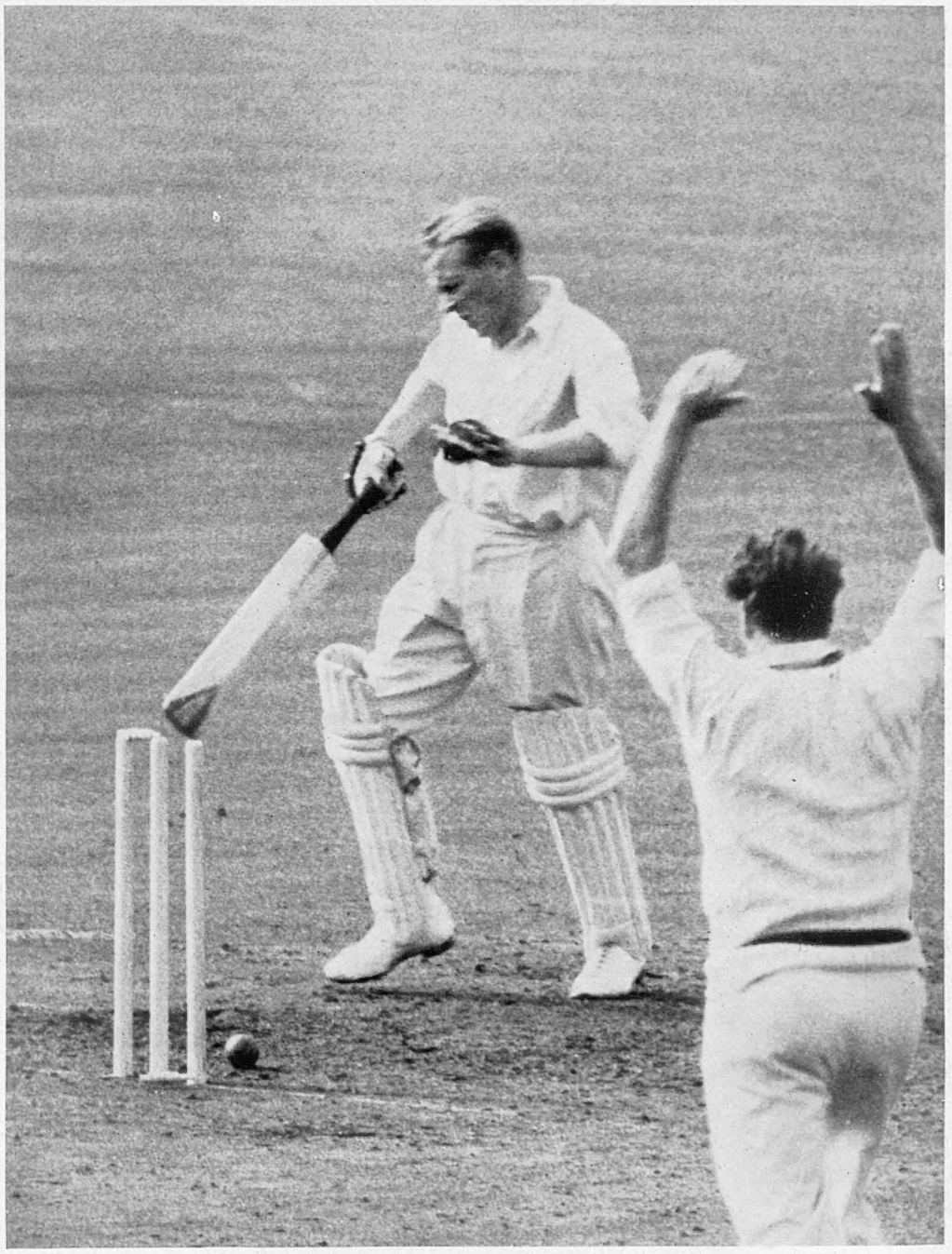
THE WEDDING OF MR. J. B. PRIESTLEY: The author and playwright seen with his bride, novelist Jacquetta Hawkes, at Caxton Hall Register Office. Mr. Priestley, who is aged fifty-nine, was divorced a year ago on the grounds of misconduct. Jacquetta Hawkes was divorced in June. Her husband, Christopher Hawkes, Professor of European Archæology at Oxford, cited Priestley as co-respondent. Priestley is the son of a Bradford schoolmaster and was educated there and at Trinity Hall, Cambridge. He started his literary career as a poet. It is 30 years since he first leapt to fame as a novelist.



THE BRITISH TEAM WHICH WON THE PRINCE OF WALES CUP FOR INTERNATIONAL TEAM JUMPING AT THE WHITE CITY FOR THE FIFTH YEAR IN SUCCESSION : W. H. White, the captain, on Nizefella, Pat Smythe on Tosca, P. Robeson on Craven A, and Lieut.-Colonel Llewellyn on Foxhunter parading round the ring before their grand performance. There were only five clear rounds in the whole afternoon, of which Foxhunter performed one with all his accustomed brilliance. The Irish team, which before the war dominated international jumping, was somewhat disappointing. Britain's final score was 32. Ireland was a very modest second with 48½, France third with 53¼, and Italy fourth with 56.

MR. ADLAI STEVENSON, CONCLUDING HIS WORLD TOUR, LOOKS IN ON LONDON : The American Democratic leader, who went down to defeat last November before the personal popularity of Eisenhower, seen at Northolt Airport at the start of his fortnight's visit. Every moment of Mr. Stevenson's time has been carefully planned during this visit. He has met leading members of the Conservative and Labour Parties, and has attended a reception given by the English Speaking Union. It was expected that during the course of his visit he would meet Mr. Eden, also Lord Salisbury, Britain's acting Foreign Secretary. Mr. Stevenson is evasive about his political future. On being asked if he would consider running for President again he declared : "I can't think of any more distasteful subject."

THE WORLD'S GREATEST CLOWNS MEET IN SWITZERLAND : Charlie Chaplin and Grock seen together at a circus performance at Lausanne. The two men are old friends. Chaplin is nine years younger than Grock. The Swiss clown, whose real name is Charles Adrien Wettach, was especially popular in Paris and London in his heyday. Difficulties over income tax in 1924 are said to have been a contributory reason in his leaving the London stage. Grock has always been popular as a clown, because of his inimitable and infectious appreciation of his own jokes. His tragi-comic miming is unequalled.



CRICKET—THE FOURTH TEST MATCH AT HEADINGLEY : *Left*—Simpson, of England, leaving the field after being hit by a rising ball during the first day's play in the Test. Simpson came back on the second day and despite his injuries scored a valuable 15 runs. *Right*—Watson bowled by Lindwall for 24 runs, also in England's first innings.

Although Australia have by no means had things all their own way during the present tour, there has been strong criticism of the English selectors for depending too much on the veterans of the game instead of giving youth a chance. Close, Hilton, Berry, Dewes, Carr, Doggart, Smithson, May and Sheppard have been among the new names which have briefly flashed across the Test horizon in recent years, only to be discarded. Trueman, upon whom the highest hopes were being set last year, was made twelfth man at Old Trafford. While England has fallen back on the veterans, tried hands like Edrich and Evans, Australia has given youth a chance. Graham Hole, who is only twenty-two, Alan Davidson, who is twenty-four, Ron Archer (nineteen) and Benaud (twenty-two) being among the successes of the present tour. Seventeen-year-old Ian Craig has been one of the disappointments of the Australian side, but the Australian selectors have persisted with him in other than Test matches in the hope that eventually he will strike form. In the case of the English players there has been no such persistence. Now England has to decide her team for the West Indies tour, and it is widely hoped that some of the young men of promise will be given their chance to gain experience.

DHAULAGIRI

Provides

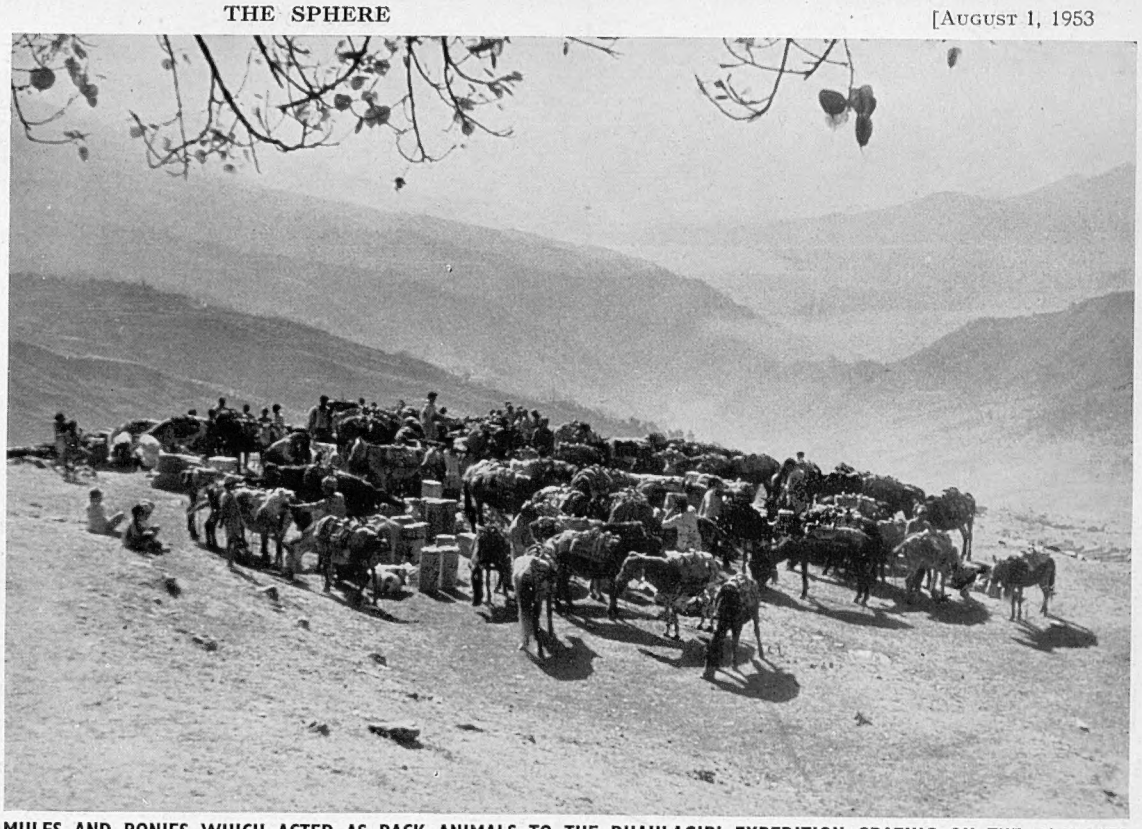
ANOTHER CHAPTER IN HIMALAYAN CLIMBING

The Swiss Expedition's Approach to the 26,796-ft. Peak—An Assault that Failed

WITH THE SWISS EXPEDITION EN ROUTE TO DHAULAGIRI, THE SIXTH HIGHEST SUMMIT IN THE WORLD: Peter Braun is seen in the foreground and other members of the expedition are in the background of this picture taken in a hut placed at their disposal by the hospital authorities at Pokhara. The Swiss attempt to climb Dhaulagiri proved unsuccessful, and the mountaineers found it impossible indeed to find a place for a camp site above 19,000 ft. If they return to the mountain it will have to be with dynamite to make a ledge for their topmost camp. The pictures on this page record the expedition's march to the base camp and the first approaches to the mountain, in itself a nightmare journey.

SOME OF THE PORTERS WHO HELPED TO CARRY THE SWISS EXPEDITION'S GEAR: 114 porters were hired at Beni and they took the stores forward as far as the village of Muri. They then went on strike.

A HUNTER OF THE MAYANGDI KHOLA VALLEY: This man has an old muzzle-loader rifle, whereas most of his fellow tribesmen have to be content with bows.



MULES AND PONIES WHICH ACTED AS PACK ANIMALS TO THE DHAULAGIRI EXPEDITION GRAZING ON THE BADHAURI PASS: In the background is the Lake of Pokhara. Across this wild country of the Nuwakot the Swiss climbers made their way to the base of the great mountain. It was a four-day trek to Beni with the mules and there the expedition were able to find porters. The porters took them on to Muri, where further trouble occurred as they struck for more wages. Other porters were rounded up in the countryside.

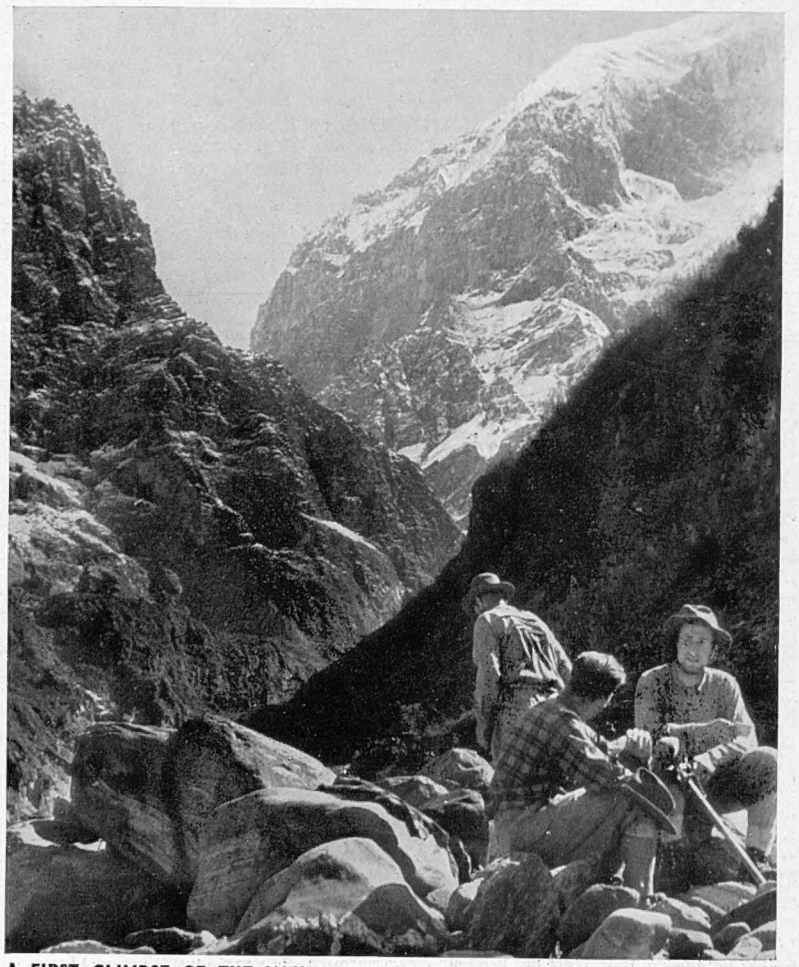
PAYING OUT IN RUPEE PIECES: The porters employed by the Swiss Expedition not only demanded the exorbitant price of 25 rupees a day, as opposed to the normal price of 4 rupees, but they had to be paid in silver. The porters did not relish the journey.

HALF-A-DOZEN TIMES FIR TREES HAD TO BE FELLED TO MAKE BRIDGES ACROSS MOUNTAIN TORRENTS: This experience befell the climbers in the valleys branching from the Mayangdi Khola.

This has been an *annus mirabilis* in the annals of climbing, with Everest conquered at long last after two generations of effort, and Nanga Parbat, another great fortress of the Himalayas, falling a few weeks later beneath the feet of Hermann Buhl. At the same time as the Everest and Nanga Parbat assaults were going through, a Swiss team was attempting to climb Dhaulagiri, one of the least accessible of Himalayan summits, at once difficult of approach and difficult to establish camps upon. In July it became known that this Swiss assault had failed, although carried out under the leadership of M. Andre Roch, a most experienced climber, in whose opinion Dhaulagiri is unclimbable. He and his men found a route to the north face of the mountain which the French Annapurna expedition of 1950 considered to be the only possible way.

They tackled the mountain with courage, and finally they took the view that high explosives only could secure for them a footing on the higher slopes sufficient for the establishment of a camp from which to make the last assaults.

In the 1953 expedition to this solitary Himalayan peak the most remarkable experiences relate to the approach to the base camp. This was a journey through uncharted terrain. With their machettes the members of the expedition chopped a narrow lane through forests of thick bamboo, just broad enough for the porters to follow with their loads; they felled trees upon the way to bridge the rushing torrents, and mile by mile, with bleeding hands and blisters in plenty, they made their way into a half-known land. Waking the porters each morning was a job in itself. Getting them to proceed was a task no less. It was little wonder that Andre Roch announced at journey's end that this was the most difficult approach he had ever made.



A FIRST GLIMPSE OF THE WEST RIDGE OF THE MOUNTAIN: When finally the Swiss party reached the base of Dhaulagiri, Andre Roch, the distinguished mountaineer, declared that it had been the most difficult approach in all his Himalayan experience. The heat, the mosquitoes and the constant cutting through the undergrowth had made it a nightmare trek.

PICTURES FROM A TROUBLED WORLD

More Security Checks in Ismailia, Women Protest Against Compulsory Conscription in Israel, Attempts to Alleviate Hunger in East Germany

BRITISH TROOPS SEARCH BUS PASSENGERS IN ISMAILIA—THE SEQUEL TO THE DISAPPEARANCE OF A BRITISH AIRMAN : Once again regular checks have been forming part of the daily routine for the citizens of Ismailia, in the Canal Zone. The checks are part of the strong action taken by General Sir Francis Festing, G.O.C. British troops, over the abduction of L.A.C. Rigden, who was last seen in the company of Egyptians last month. At first the Egyptian authorities denied all responsibility for his disappearance, one spokesman saying that as the Egyptian Government does not recognise the treaty of 1936, it is under no obligation to look for the airman. This is the same as saying that the Government is not responsible for law and order in the Canal Zone, and Major Salem, Minister of National Guidance, seems to have realised this fact and has indicated that if General Festing calls off his restrictions, the Egyptian Government might be willing to help in the search. General Festing has now modified his security measures.

FURTHER CHECKS IN ISMAILIA : Men of the 16th Independent Parachute Brigade search a private car in the Canal Zone. Although these measures, which were taken by General Festing on the disappearance of L.A.C. Rigden, have now been modified, the demand for his return to the British authorities still stands.

ISRAELI GIRLS PROTEST AGAINST COMPULSORY CONSCRIPTION—ANGRY GESTURES TELL OF GREAT INDIGNATION : The demonstrations were held when it became known that a Bill was to be adopted by the Cabinet permitting the conscription of girls from orthodox religious families for two years' non-military service in immigrant camps, hospitals and agricultural villages. The demonstrators were mainly the mothers of girls who are liable for call-up under the new scheme. There were no casualties, although the police had, in some cases, to turn hose-pipes on the demonstrators. The Bill has been much criticised by the Rabbinate, who have also criticised the support given to the Bill by the two religious parties of the Coalition Government in Israel.

POLICE STRUGGLE WITH DEMONSTRATORS PROTESTING AGAINST THE CONSCRIPTION BILL OUTSIDE THE KNESSET : Although political meetings in front of the Knesset are not allowed, the authorities were reluctant to use force against the women demonstrators. In Israel the idea of a girl from a deeply religious family leaving home before marriage and mixing freely with men is as unseemly as it would have been considered in Victorian England.

WEST GERMANS ATTEMPT TO RELIEVE THE HUNGER OF THEIR EASTERN NEIGHBOURS : East Berliners, mostly women and elderly people, are seen queueing outside an office in Kreuzberg, West Berlin, to apply for food aid bonuses. *On left*—Berliners from the Communist Zone queue for food at one of the many stalls set up near the border. These scenes are some of the many to be seen in the border areas between the East and West Zones, and they are part of a scheme, which is gaining momentum every day, whereby Western Germans aim to alleviate the food shortage in the East. The problem so far has been not so much how to obtain supplies, but the method of distribution, and this is made more difficult by the lack of co-operation from the Communist authorities who are, of course, somewhat sensitive about the matter.

A FOREIGN NEWS SURVEY

A Pictorial Record of Events on Three Continents

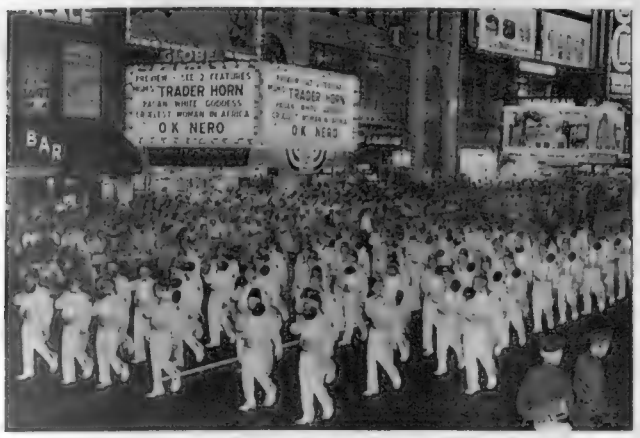
PRELUDE TO ANOTHER OCEAN ADVENTURE: Yves Bertranet, a thirty-three-year-old French engineer from Paris, seen at Great Neck, New York, aboard his catamaran *Kromolounga*, in which he is now sailing the Atlantic single-handed, aiming for Le Havre. His double-hulled boat is 15 ft. long.

YVES BERTRANET, WOULD-BE CONQUEROR OF THE ATLANTIC: The French engineer seen in the cockpit of his catamaran, which he calls the *Kromolounga*, this being presumably his version of the spelling of the native word for Everest. The catamaran cost 2,500 dollars and took six months to build. It carries 90 sq. ft. of sail and within the cockpit there is a most ingenious arrangement of gear. Rudder bars are so built that Bertranet can steer from almost any spot in either canoe. There is a tank in each canoe and a total of 60 sq. ft. of storage space. For navigation Bertranet has a compass, a sextant, and, as he says, his instinct. For killing time and getting weather reports he has a small receiving set. He also carries works by Plato and Sartre. Bertranet is a mountaineer of some experience, and he has made several long and spectacular trips on foot and by motor-cycle, but he has never had any experience of ocean navigation. The catamaran is in many ways an ideal craft for ocean adventuring. The first of these twin-hulled vessels to cross the Atlantic was the catamaran built by Jacques Gall, another Frenchman, who in 1951 arrived at Port au Prince, Haiti, after thirty-one days at sea. This vessel had steel hulls and twin Diesel motors, and according to Gall, rode the sea like an ocean liner even in the worst of Atlantic gales.

WEST BERLIN COMMEMORATES THE MARTYRS OF THE JUNE 17 REVOLT: Fugitive strikers from the East Zone of Germany standing with West Berliners at the ceremony at which they dedicated a 65-ft. oak cross which they have erected a few yards from the Soviet tank monument on the Potsdamer Chaussee in the United States Sector of Berlin, the cross commemorating all who died in the revolt against Russian domination. Five thousand citizens marched for a mile in dead silence to attend the dedication ceremony. At the same time West Berlin is taking practical measures to alleviate food scarcities in the Soviet Sector of Berlin and in Eastern Germany, and the Federal Government has actually formulated a most elaborate plan for large-scale relief.

AN ALASKAN VOLCANO "BLOWS ITS TOP": This picture, made from an observation plane flying over Mount Spur, shows the column of smoke, steam and ashes rising from the crater of the volcano after it had erupted with two other volcanic peaks in the Alaskan Range, lying to the north of Anchorage. This is the largest eruption to have taken place in Alaska since the Katmai eruption of 1912, which caused a partial blackout over 10,000 sq. miles of Alaska. The territory has numerous active and quiescent volcanoes.

NEW YORK'S MAYOR WATCHES THE MARCHING SHRINERS: Mr. Impellitteri seen on the reviewing stand in Duffy Square, New York City, with the leaders of the Ancient Arabic Order of the Nobles of the Mystic Shrine as the Shriners paraded past in force. Remmie Arnold, new Imperial Potentate, is on the right. The march was in his honour.



THE SHRINERS PARADE IN HONOUR OF THEIR NEW POTENTATE: This was one of the marching groups on Fifth Avenue and Broadway as about 25,000 men representing sixty-eight temples took part in the New York celebrations of the Ancient Arabic Order of the Nobles of the Mystic Shrine. This group consisted of the band of the Medina Temple of Chicago. This year, probably for the first time in Shriner history, a woman travelled almost the whole distance in this all-male parade. Only at the last moment was she spotted and ejected from the parade.

THE LORD MAYOR OF MUNICH GREETS A HIMALAYAN HERO: Dr. Thomas Wimmer (left) congratulating Peter Aschenbrenner (right), the leader of the successful expedition to Nanga Parbat on his successful assault upon the mountain, the news of which came shortly after the news from Everest. Peter Aschenbrenner and his men have been widely feted since their return.

QUEEN SALOTE AT THE VATICAN: The Queen of the Tongas seen with officers of the Papal Court and Swiss Guards before being received in private audience by the Pope. During the audience the Queen spoke to the Pope about the cultural and social development of her people and of her 7,000 Roman Catholic subjects.

JEHOVAH'S WITNESSES FORM A TENT AND TRAILER CITY: Some 30,000 representatives of the religious sect known as Jehovah's Witnesses set up this camp at Piscataway, New Jersey, and journeyed into New York each day for the nine-day World Assembly held at the Yankee Stadium. There were over 82,000 delegates.

Two of the most unusual fraternities in the world, both of which, strangely enough, had their origins in the same year—1872—have recently held their annual gatherings in New York, a city sweltering beneath a great summer heat-wave. First and foremost there were the 80,000 or so members of Jehovah's Witnesses, a cult which sometimes calls itself the Watch Tower and Bible Tract Society. On the chief day of their nine-day World Assembly, 82,861 Witnesses packed the Yankee Stadium, which was only 6,000 less than the Louis-Baer fight drew to the same arena in 1935. Throughout the gathering the Witnesses emphasised their missionary task. These people believe implicitly in the Bible. They are opposed to all forms of organised religion. Members are conscientious objectors to military service and also refuse to vote, serve on a jury or salute the national flag. The movement has spread very rapidly throughout the world, and the size of the overseas delegations was no surprise. Overflow meetings had to be held in the out-of-town camp at Piscataway, New Jersey. The other visitors to New York were the Shriners. There were 25,000 representatives of this mystic order in the city during their convention. The Shriners consist of Knights Templars or 32nd degree masons. Their aims are charitable and philanthropic,

HEAT-WAVE DAYS AT PISCATAWAY: Delegates to the World Assembly of Jehovah's Witnesses in their New Jersey camp. As New York sweltered in the hottest weather of the summer, the delegates were glad to get back to the camp after each day's proceedings. Some remained in camp and held services there.

THIS COMET HAD A NARROW ESCAPE: Skilful handling by the pilot of the B.O.A.C. airliner averted an accident at Juhu Airport, Bombay. The jet airliner, which had thirty-six passengers and a crew of seven, landed at Juhu instead of at Santa Cruz airfield two miles away, and touched the 3,600-ft. landing strip almost at the centre. It taxied at terrific speed down the runway and came to a stop on the brink of a trench which separates the airfield from the main Ghodbunder road. Its tyres then burst. A statement issued by the office of B.O.A.C. in Bombay said: "The B.O.A.C. Comet due from London and Karachi landed in poor weather at Juhu. The tyres burst on the run in, but the aircraft was undamaged and after a short delay passengers, mail and cargo were taken by a coach to Santa Cruz and cleared in the normal manner." As the Juhu runway is not long enough for a Comet to take off, the airliner now presents a difficult problem for the authorities.

A SAGA OF THE SEA

The Epic of the "Speedwell," a Five-ton Engineless Sloop which has Sailed from Singapore to Cape Town En Route to England

AS TOLD BY DONALD ASHMORE AND LIEUT.-COMMANDER A. G. HAMILTON TO ARTHUR R. BIGGS

THE number of men who go out in small boats to sail the seas and the oceans seems to increase with the years, and in the present century thousands have followed in the steps of Captain Slocum, who mastered the Atlantic in his frail craft the *Spray*, men of the calibre of Alain Gerbault, Edward Allcard of *Temptress* fame, and the Smith brothers, who used their seafaring to draw attention to their faith in man's essential brotherhood.

Now comes news of another adventure, one that is as yet only half-completed, but sufficiently remarkable to command both our attention and admiration.

It is the voyage of the *Speedwell*, a modest sloop of only 5 tons and only 21 ft. at the waterline. At the time of writing, the *Speedwell* is battling with a terrific north-west gale somewhere off Cape Town. She has no engine and carries no radio, and her destination is England. It may well be that she will achieve her goal, for she is a grand little craft and ably manned, and has already accomplished the 6,000 miles across the Indian Ocean from Singapore to Cape Town. Now after refitting at Cape Town she has another 6,000 miles to do to make landfall in England.

How did this epic voyage of the *Speedwell* begin?

Well, the idea was really born in Hong Kong, where Lieut.-Commander A. G. Hamilton, R.N., who had been playing his part in the Korean War as an officer aboard the destroyer *Concord*, decided to build the ideal craft for long-distance voyaging. He studied various plans and performances, and not unnaturally he became attracted by the Vertue class, remembering the grand record of these boats. It was *Vertue XXXV*, for instance, which sailed from Weymouth to Manhattan during 1950, beating westwards across the Atlantic in forty-seven adventurous days, in the course of which huge seas almost overwhelmed the boat and put the navigating control out of action.

Lieut.-Commander Hamilton commissioned a Chinese boat-builder at Hong Kong to make the *Speedwell* in accordance with the Vertue design. First-quality teak was used in the hull construction, and the owner made sure that he had the best fittings obtainable. In addition, he supervised the building work throughout.

In the tiny cabin were installed two bunks-cum-seats, with a tiny table between. Behind the bunks were shelves for books, charts, etc., and other literature. A ship's lantern of good proportions was installed, and also a swivelled paraffin stove which keeps level even in the roughest of seas. This stove was to prove a mixed blessing, and the metal plate now inset into the cabin roof above the stove is a reminder of a very nearly disastrous fire which broke out on the voyage from Singapore to Cape Town. This was caused by the paraffin spilling into the tray and catching fire. Under the little sink in the cabin is installed a 55-gallon water tank, while in the fore-peak there is room for luggage and spare rigging, but not room really for very much of either.

When the *Speedwell* was completed Lieut.-Commander Hamilton had her shipped from Hong Kong to Singapore, and all was seemingly ready for the great adventure of sailing home to England *via* the Cape of Good Hope. It was at this time that a member of the crew of Lieut.-Commander Hamilton's destroyer heard about the proposed adventure. Donald Ashmore by name, a radio electrician by calling, and an adventurer in spirit, he asked permission to accompany the Lieut.-Commander. After a long talk about the risks involved the request was duly granted. Donald had never done much sailing, but he was as keen as mustard, and, needless to say, soon learnt the fundamentals.

Donald is a long-distance runner and a Rugby player, so it was obvious from the outset that he was a good health risk—a most important factor in any long-distance voyage. Donald is quietly spoken and distinctly shy, but upper and lower deck soon reached an understanding in this well-matched crew, taking their turns at all tasks.

A huge crowd turned out at Singapore to wish them good sailing. Unfortunately, there was no wind at all, so they had to be towed out to sea. Their first objective was the island of Rodrigues, 350 miles north-east of Mauritius, a spot in the ocean of no more than 42 sq. miles. To reach Rodrigues they would have to sail south from Singapore through the Sunda Straits between Java and Sumatra, and so south-westwards across the Indian Ocean past the great deeps of Capricorn.

In the Sunda Straits *Speedwell* encountered tropical rain, and later there were violent thunderstorms, in the course of one of which the all-important chronometer fell to the cabin floor and was broken beyond repair. After this the captain had to guess his whereabouts in the ocean from day to day, being able to calculate latitude only, and when you are looking for a diminutive island in a waste of waters over a voyage of 3,000 miles, errors in dead reckoning are liable to prove disastrous. On arriving at the calculated position of Rodrigues there was no sign of land. It was the same again on the next day and the next, until the two men had almost given up hope. Then suddenly the mountains loomed in the distance, and in the midst of them the 1,400-ft. volcanic peak of Rodrigues. In the chief town and port of Mathurin the mariners rested up for a few days, and it was on their departure they were commissioned to carry Her Majesty's mail (one bag) to the island of Mauritius. They felt very important about this, but just as they were about to accomplish their mission they ran aground and it was sixteen hours before they could hand the bag over to the postal authorities at Mauritius.

THE 5-TON SLOOP "SPEEDWELL" READY TO LEAVE CAPE TOWN FOR ENGLAND ON THE LAST LEG OF HER VOYAGE FROM SINGAPORE: Lieut.-Commander A. G. Hamilton, R.N. (right), and Radio-Electrician Donald Ashmore seen aboard the craft in which they are now battling their way to England. *Speedwell* belongs to the Vertue class, which has already shown its paces on the oceans, the *Vertue XXXV* having made a memorable voyage across the Atlantic in 1950.

PREPARING TO HOIST SAIL: The sloop *Speedwell* seen a few moments before she left Simonstown on June 14. She is now somewhere in the Atlantic and heading for home.

AT SIMONSTOWN THE "SPEEDWELL" WAS BROUGHT ASHORE FOR EXAMINATION AND HER HULL WAS SCRAPED: It was found that after three months spent on the voyage from Singapore she had collected surprisingly few barnacles, and she was, in fact, in excellent condition.

THE "SPEEDWELL" IN THE NAVAL BASE AT SIMONSTOWN: The sloop seen beside the destroyer *Kempenfelt*. Her mast towered above the smoke-stacks of the warship.

From Mauritius 2,000 miles of ocean separated the *Speedwell* from her next landfall, Port Elizabeth, in the Union of South Africa. This journey was most eventful, for about 200 miles off the African coast they ran into two severe gales in quick succession, one coming from the north and one from the south. After nearly capsizing in the second gale when trying to run before the wind they eventually decided to lower the sails, batten down and wait until the storm had blown itself out. This proved a sensible course, and so after this delay they journeyed on to Port Elizabeth, a hospitable city on a not so hospitable coast, where the waters of the Indian Ocean roll round to meet the waters of the Atlantic.

IN THE "SPEEDWELL'S" TINY CABIN: Donald Ashmore and Lieut.-Commander Hamilton at Simonstown naval base.

Port Elizabeth they enjoyed, and they keep two Coronation mugs as souvenirs of their visit, but they could not tarry, and so pressed on towards Cape Town. At this point westerly gales drove the *Speedwell* back, as if denying her admittance to the Atlantic, and the mariners had the mortification of seeing Cape Recife lighthouse twice in twenty-four hours.

Eventually, however, they came round the bend, and so glided into the waters of False Bay to make fast alongside the warships of the South African station at Simonstown. Here for captain and crew there was a great welcome. The *Speedwell* was hoisted out of the water by a heavy duty crane, and under the watchful eye of Captain Lambert, captain-in-charge of the naval dockyard, her hull was scraped down and she was made ready for the second part of her ocean adventure.

Lieut.-Commander Hamilton and Donald Ashmore did most of the repainting themselves, and when *Speedwell* was put back in the water during June she really looked a picture of loveliness.

Friday, June 26, was D-Day for sailing. In the morning the *Speedwell* was lowered into the water, and so after fond farewells among new-found friends the little sloop slid gracefully from her berth towards the Atlantic, ready once again to face the perils of the tropics. A gentle breeze, a calm sea, and a full moon marked that first night out from Simonstown, but neither the captain nor the crew believed that it would be all plain sailing, and, indeed, before many hours were out they were battling against a tremendous north-west gale off Cape Point.

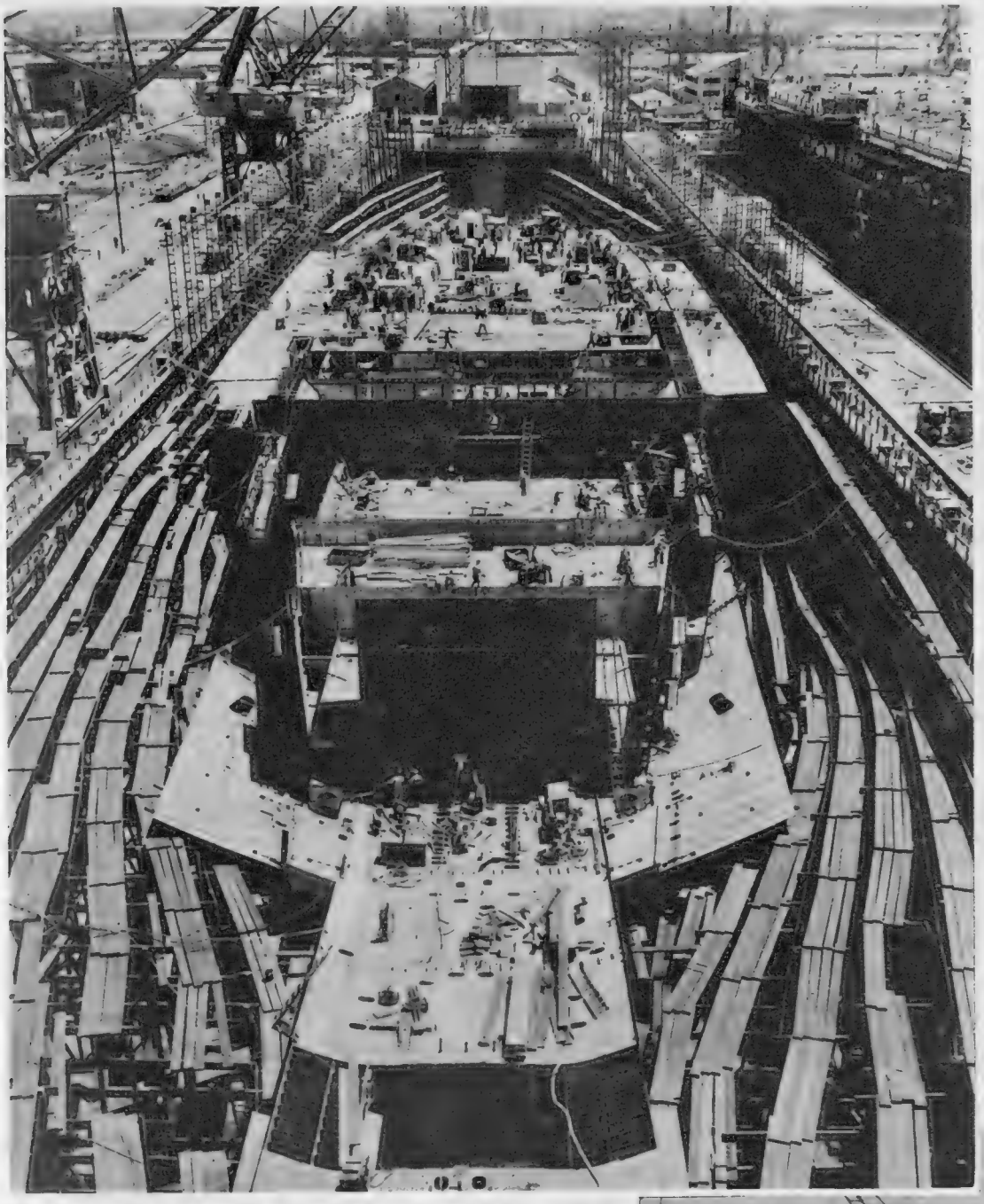
And so the curtain for the moment goes down on this saga of the sea; and one fine day in September we shall hope to see the *Speedwell*, not so trim perhaps as when she left Simonstown, glide into Poole, into Cowes, Southampton, or maybe the London River, and make fast after as remarkable a journey as any in the history of sail.

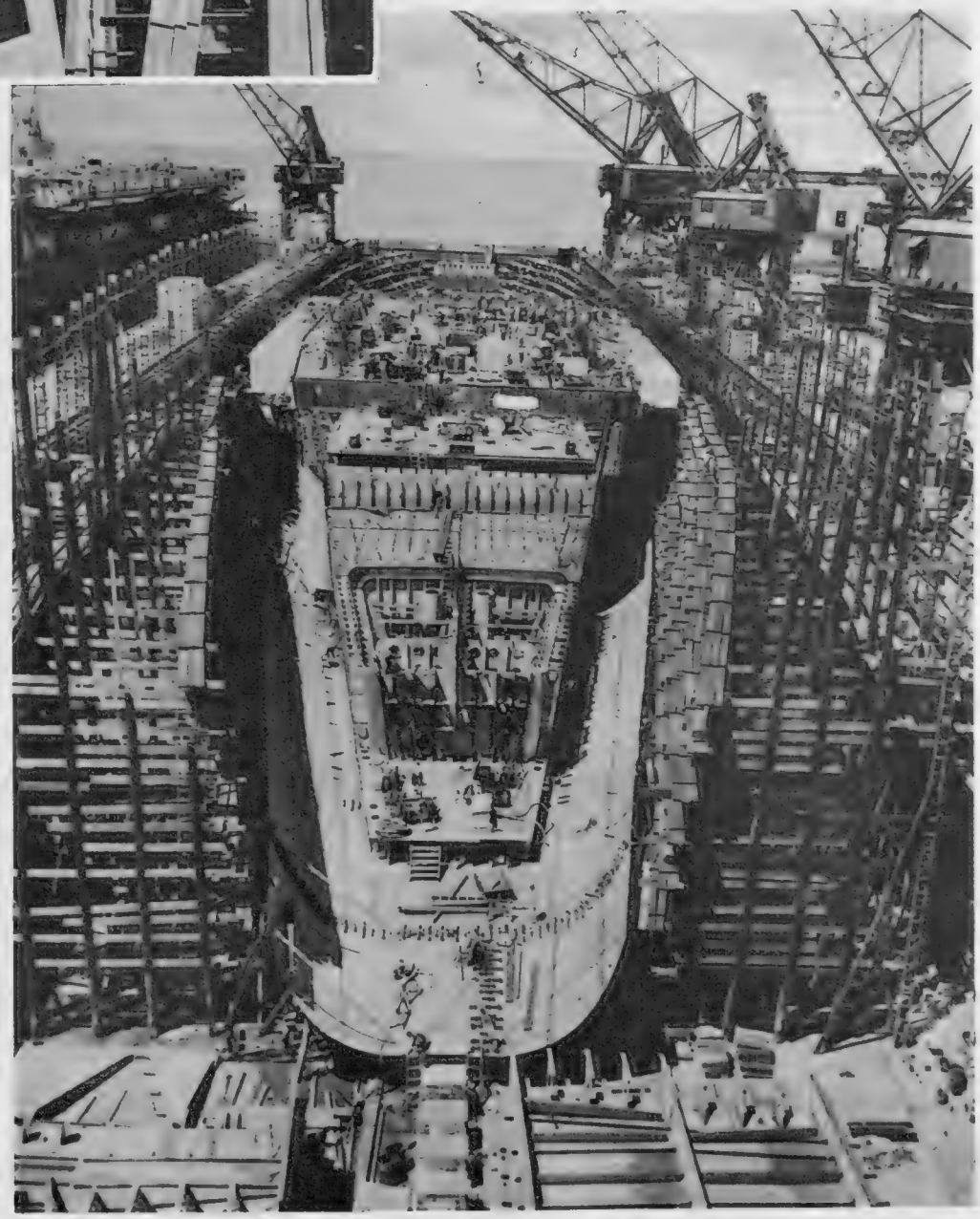
America Builds
A MIGHTY CARRIER
and a
LITTLE SUBMARINE

The Progress of the U.S.S. "Forrestal" at Newport News; the Launching of the T-1 at Groton

The large fleet carrier *Forrestal*, the largest carrier in the world, is named after that great American Defence Secretary, James Forrestal, whose tragic death robbed the Truman Administration of one of its outstanding figures. The *Forrestal*, reported to be costing 218,000,000 dollars, is designed to operate from her decks larger, heavier, carrier-based naval aircraft than the *Midway*, the *Coral Sea* and the *Franklin D. Roosevelt*, her runways being 25 ft. longer than the runways in those 45,000-ton carriers. The *Forrestal* will have three separate launching areas for aircraft, increased catapult and arresting capacity, larger lifts and higher hangar decks, and there will be a television system to aid in landing aircraft. She has a retractable bridge.

The T-1, the smallest submarine built by the United States Navy in recent times, is not truly a midget submarine, as she is 113 ft. long and carries a crew of two officers and twelve men. But when it is realised that America's regular fleet submarines carry crews of seventy it can be appreciated that she is no giant. The T-1 is very manœuvrable. The short, fat hull can turn in far less than the distance a fleet submarine needs under water. The T-1 will twist and turn, dive and climb deep under the seas to provide a moving target for the practice of American destroyers, submarine chasers and other pursuit craft. She is designed to perform one vital function—to provide a wily target for undersea tracking—just as are other Navy ships. Her short, stubby length will make her an elusive target. At the same time, submarine experts in America have a secret hope for the T-1. Since she can turn almost as fast as can an attacking destroyer, a single forward-firing torpedo tube has been mounted in T-1. Perhaps tests will show that she can spin around under water when she hears the surface craft attacking. She might fire torpedoes at her surface enemies, it has been suggested.





THE VAST HULL OF THE 59,900-TON LARGE AIRCRAFT-CARRIER "FORRESTAL" TAKING SHAPE IN THE YARDS OF THE NEWPORT NEWS SHIPBUILDING AND DRY-DOCK COMPANY: *Above* and *on right*—These two pictures show the massive proportions of the new carrier which is being built to accommodate fast and heavy jet planes. She was laid down during July 1952.

SHE IS THE SMALLEST SUBMARINE BUILT BY THE UNITED STATES NAVY SINCE 1910: The 113-ft.-long T-1 being launched at Groton, Connecticut. She is much less than half the size of a regular fleet submarine, which is over 300 ft. long, but could not be classed as a midget. The T-1 is designed to provide a wily target for undersea tracking by destroyers.

THE OUTWARD BOUND MOUNTAIN SCHOOL AT GATEHOUSE, ESKDALE : The setting of the school, among the mountains and lakes of Cumberland, is one of the most beautiful in all England, and it cannot fail to make a permanent impression on boys who are fortunate enough to attend a course there. But even more valuable are the lessons that it teaches : to give as well as to take, and to serve unselfishly. Last week the school was visited by Sir John Hunt and his all-conquering Everest team.

A MOUNTAIN SCHOOL IN ESKDALE

The Experiment of the Outward Bound Trust in Lakeland, which is Now Being Directed by Eric Shipton, the Great Himalayan Mountaineer

Described and Illustrated by VICTOR COVERLEY-PRICE

THE Mountain School in Eskdale is only five miles from the highest mountain in England, Scafell Pike. Most of the largest lakes of the Lake District, in Cumberland and Westmorland, seem to radiate from the Pike, as if it were the hub of a wheel. Wastwater, our deepest lake, lies less than three miles away, and some of the best rock climbs are within easy reach. Eskdale and the beautiful Duddon Valley on the other side of Hard Knott Pass are sparsely inhabited, so that every mountain path is an invitation to explore. A better place for a mountain school could hardly have been found. When the school was established in 1950 it was able to occupy, in these ideal surroundings, a large house that was formerly the home of Lord Rea of Eskdale in about 50 acres of woodland, with a tarn that reflects the mountains beyond.

Let it be said at once that the Mountain School is not a school for training mountaineers. Nor is it a holiday camp. Its primary purpose is character training for boys between the ages of 15½ and 19½, particularly for those who are not otherwise likely to have the testing opportunities for adventure that the school provides.

During the early part of the last war the crews of torpedoed merchant ships were sometimes lost because so few of them had the experience necessary for survival in open boats. It soon became obvious that young entrants into the Merchant Navy should have had some training in small boats and some opportunity to practise self-reliance in emergency, and a sea school was founded at Aberdovey by Mr. Lawrence Holt and Mr. Kurt Hahn.

The experiment at Aberdovey proved to be so valuable that in 1946 the Outward Bound Trust was formed to carry on the sea school's principles into the future. The Mountain School was founded to this end. During the course at Aberdovey boys were subjected to difficulties, hardships and even danger. Much of what they did was interesting and sometimes exciting. They emerged from the training, which for some may have been an ordeal, with a new-found confidence in themselves, having begun to develop—in their encounters with the sea—latent and unsuspected qualities of courage, endurance and initiative. This was only a beginning, but they had discovered the value of team work in trying conditions, they had been compelled by heavy seas and severe weather to respond, perhaps for the first time, to the call of onerous duties, and they had proved themselves capable of facing both physical and moral problems with a success that encouraged them to go forward. The sea is a relentless trainer, but mountains also can teach similar lessons of fortitude, endurance and self-mastery.

During the past few years many hundreds of boys have tested themselves in the face of real adventure and hardship at Aberdovey, at Eskdale, and at a third school, the Moray Sea School at Burghead, which was taken over by the Outward Bound Trust in 1952.

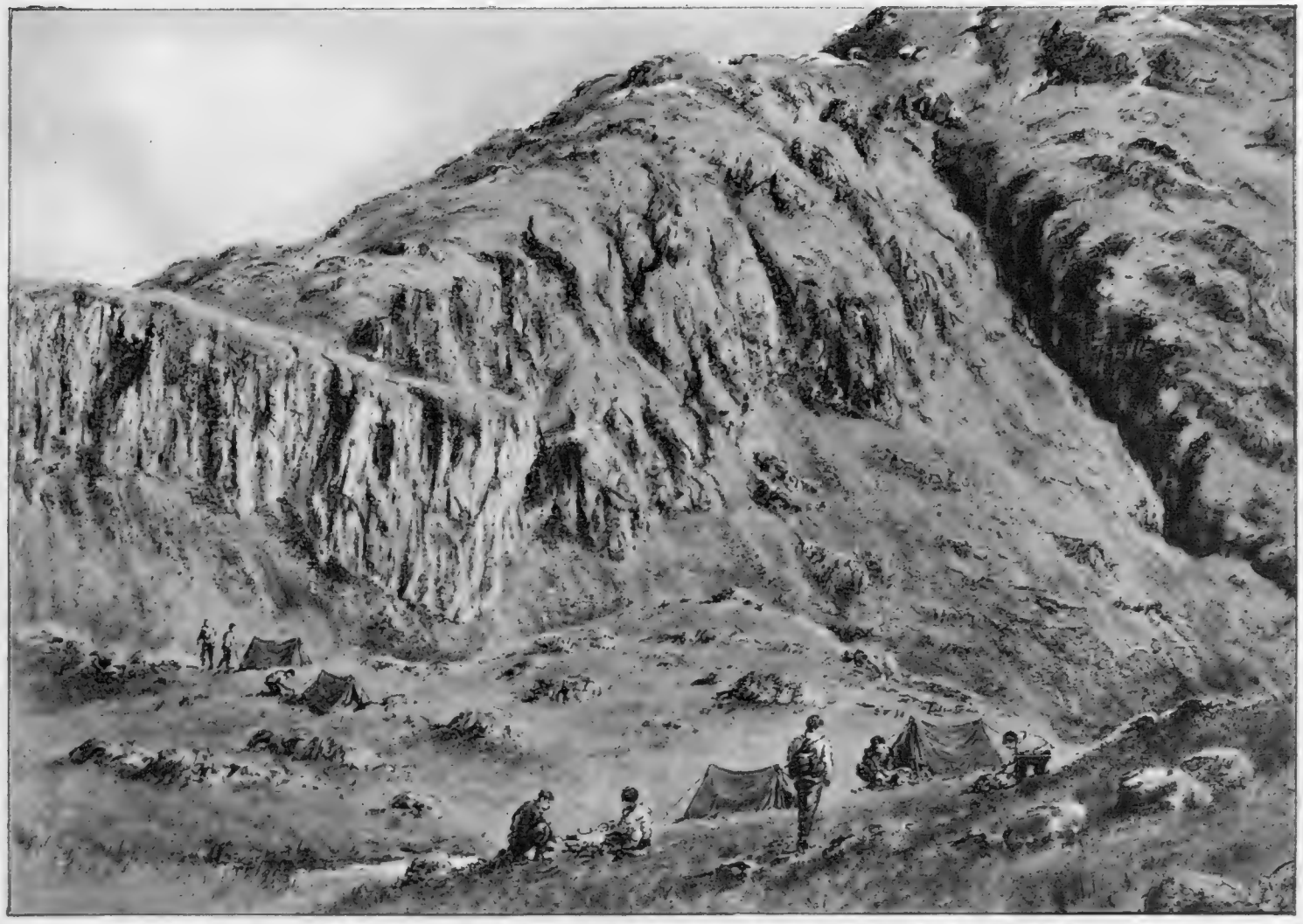
But even these three schools are insufficient to meet the growing demand for such critical training, and the Trust has plans to enlarge its scope. A course at the Mountain School, which can take eighty boys at a time, lasts twenty-six days, and there are usually ten courses a year. British boys of every class—and a few foreign boys—have attended the school and they have been sent there by some 400 industrial companies, 50 local educational authorities and many parents.

In the majority of cases the boys have matured perceptibly at the school ; they have become physically hardened and spiritually exhilarated, and they have begun to face life with a new sense of duty and obligation to their fellows. Real adventure, in which they have been able to pit themselves against the forces of nature and to discover in themselves abilities beyond anything they had imagined, has turned them almost overnight into more valuable citizens and has given them a zest for life—and for their work—that they might otherwise never have acquired.

The maxim of the Outward Bound Trust is "To serve, to strive and not to yield" : three excellent precepts, provided that they are taken in that order. But it needs something big, like the sea or the mountains, to stimulate boys to pursue this ambition. Having myself a love of mountains and adventure, I was drawn to Eskdale to see whether the Mountain School really could

"FIRST STEPS" AT THE OUTWARD BOUND SCHOOL : When boys receive their first instruction in rock-climbing on Dow Crags, they learn more than how to overcome natural obstacles. The effort helps to develop latent qualities in character and inspires them to meet difficulties.

GOATS WATER LIES AMONG THE SCREES OF DOW CRAGS : Many boys who have attended the Mountain School have looked down from some rocky pinnacle into its tranquil depths, admiring the grandeur of the scenery.



THE ORANGE-RED TENTS OF A MOUNTAIN SCHOOL CAMP NEAR STY HEAD PASS ARE OVERLOOKED BY THE CRAGS OF GREAT END: When this drawing was made vestiges of snow still remained on the higher ground and the boys were preparing to spend three days of strenuous training among the mountains.

provide opportunities such as I enjoyed on the threshold of manhood, and I took a sketch-book with me to record something of what I saw. It was my first visit to that particular valley, and, blessed by a spell of fine weather, I found it impressively beautiful. The view from the school terrace, looking out across the tarn towards Harter Fell and other enticing summits, is bound to impress any youngster who has never before seen such a panorama.

Frederic Harrison, a mountaineer who first saw the Alps in 1851, wrote afterwards that the sight had been one of the turning-points in his life, and it would not be surprising if some of the boys who attend the Mountain School were to find similar inspiration there. When I arrived at the school a golden carpet of daffodils extended from the terrace down to the water, and two or three colourful canoes, paddled by boys under instruction, were rippling the lovely reflections in the tarn. Near the boathouse was the landing-stage from which the boys take their early-morning dip, and among the dark trees on the other side of the water were various rope contraptions, devised to test their agility. These obstacles, slung between tall tree-trunks, looked perhaps less alarming than the rope bridges that I had to cross when exploring years ago in Peru, but they are a good introduction to the training that follows later in the course.

Descriptions of the school that I have read in the Press tend to stress the toughness of the course, not unmixed with danger. Even a long walk can seem a tough experience to anyone unaccustomed to using his legs, and almost any unusual performance can threaten danger to the uninitiated. But adventures without an element of risk are too paltry to be worth having, and I felt that I was working in the spirit of the school when, after I had been sketching for a few minutes in the shade of a bush on the terrace, a javelin landed with a whang on the lawn only a few feet behind me. This was the nearest approach to danger that I witnessed, due to my own concentration. Obviously everything was under control, but, nevertheless, I shifted my ill-chosen position a few yards!

THE MOUNTAIN RESCUE POST ON STY HEAD PASS CONTAINS EQUIPMENT FOR USE IN EMERGENCY: The boys at the school maintain a mountain rescue team.

I was fortunate in being able to make my visit at the time when the Warden, Mr. Adam Arnold-Brown, was preparing to hand over his duties and responsibilities to his distinguished successor, Mr. Eric Shipton, of Everest fame. I discussed with them the work and objectives of the school and I was privileged to see some of the reports in which the instructors had summarised their first impressions of each boy, the way he responded to his tests and experiences during the course, and the traits in his character that, by the end of the period, had obviously been developed and improved.

The boys are well-cared for in every respect, but at first some of them may feel inclined to rebel against unaccustomed discipline and what appears to them to be hardship. But, joining with others in all the activities of the small patrols into which they are divided, they soon absorb the spirit of adventure.

All the schools of the Outward Bound Trust are based on a Christian foundation, without political or sectarian bias. The physical activities at Eskdale — athletics, swimming and canoeing, fell-walking, camping and rock-climbing—are carefully arranged so as to give each boy the best opportunities to discover himself. The Mountain School is inspired by the belief expressed by the President of its controlling body, Mr. Geoffrey Winthrop Young, that "everyone in youth should pass through some test of adventure and hardship and the adventure must be real."

To sum up it will be enough if at the Mountain School the boys have learnt to face a problem boldly, determined to master it. It will suffice if they can return to their vocations, not perhaps able to quote Wordsworth's "Valedictory Sonnet on the River Duddon," but in the spirit of its last line:

"We feel that we are greater than we know."

On left—
THE VIEW FROM THE TERRACE OF THE MOUNTAIN SCHOOL: It embraces the lake, where the boys swim and practise canoeing, and some of the mountains form their magnificent training ground.

SWAN-UPPING

THE TRADITIONAL TASK OF MARKING THE SWANS TAKES PLACE ON THE THAMES, WHEN ALL BUT THE QUEEN'S CYGNETS HAVE THEIR BILLS CUT

THE SWAN-UPPERS LEAVING OLD SWAN PIER, NEAR LONDON BRIDGE, ON THEIR ANNUAL TASK OF CLAIMING THE SWANS ON THE THAMES: *Left*—The men who mark the new swans on the Thames seen as they stowed their gear before setting out. *Right*—Their boats being towed up-river from the Pool of London. It is the task of the Swan-Uppers to mark the new swans on the Thames to show if they belong to the Queen or to the Dyers' and Vintners' Companies. The flag with the swan design is that of the Vintners' Company. The duties of swan-upping have hardly changed in the past four or five hundred years, and the uppers use traditional marks, one nick under the right side of the swan's bill for Dyers' birds and two nicks on the other side for Vintners' birds. The Royal birds are left unmarked.

All the swans on the Upper Thames are claimed by the Crown and the Dyers' and Vintners' Companies of the City of London. Two-thirds of the 600 to 700 swans between Putney and Henley belong to the Queen, and are unmarked. The others are shared equally by the two companies, which have enjoyed this Royal privilege for 500 years, the honour having been granted by Edward IV. As the Swan Masters and their assistants make the journey up the Thames for the start of the swan-upping it is always a picturesque sight. According to tradition the swans on the Thames and throughout England are the descendants of tame swans introduced from Cyprus in the days of Richard I.

On left—

MEN OF THE VINTNERS' COMPANY: The Swan-Uppers in their skiff. The sign of the Vintners adorns the stern.

TRACKING DOWN UNMARKED SWANS OFF TAGG'S ISLAND: The Swan-Uppers at work. In the foreground are representatives of the Vintners about to push off from the shore to carry on the work.

ROUNDING-UP THE YOUNGER GENERATION: *Left*—These three young cygnets have just had their bills nicked in order to denote to which of the City Companies they belong. *Right*—Four little cygnets are surrounded by the boats of the Swan-Uppers. Mother swan is safely ensconced aboard one of the boats and much enraged.

THE LITTLE SHIPS GO BY IN STATELY PROCESSION : This was the scene from Waterloo Bridge as river craft of many types took part in last week's Royal River Pageant held to mark the Coronation year. The Queen and the Duke of Edinburgh saw the great parade from the pier in front of the Royal Festival Hall. The parade was divided into seven sections. The ships set out from Greenwich pier on the flood tide and the head of the procession reached the Festival Hall pier at about 11.30 a.m.

THIS TABLEAU REPRESENTED BARTHOLOMEW FAIR : Sponsored by the Transport and General Workers' Union, this barge took part in the Historical Tableaux section of the Royal River Pageant. The period represented was 1668, when the famous Bartholomew Fair was at the height of its popularity. No fewer than twelve vessels took part in these extremely well-devised tableaux.

LONDON'S ROYAL RIVER PAGEANT

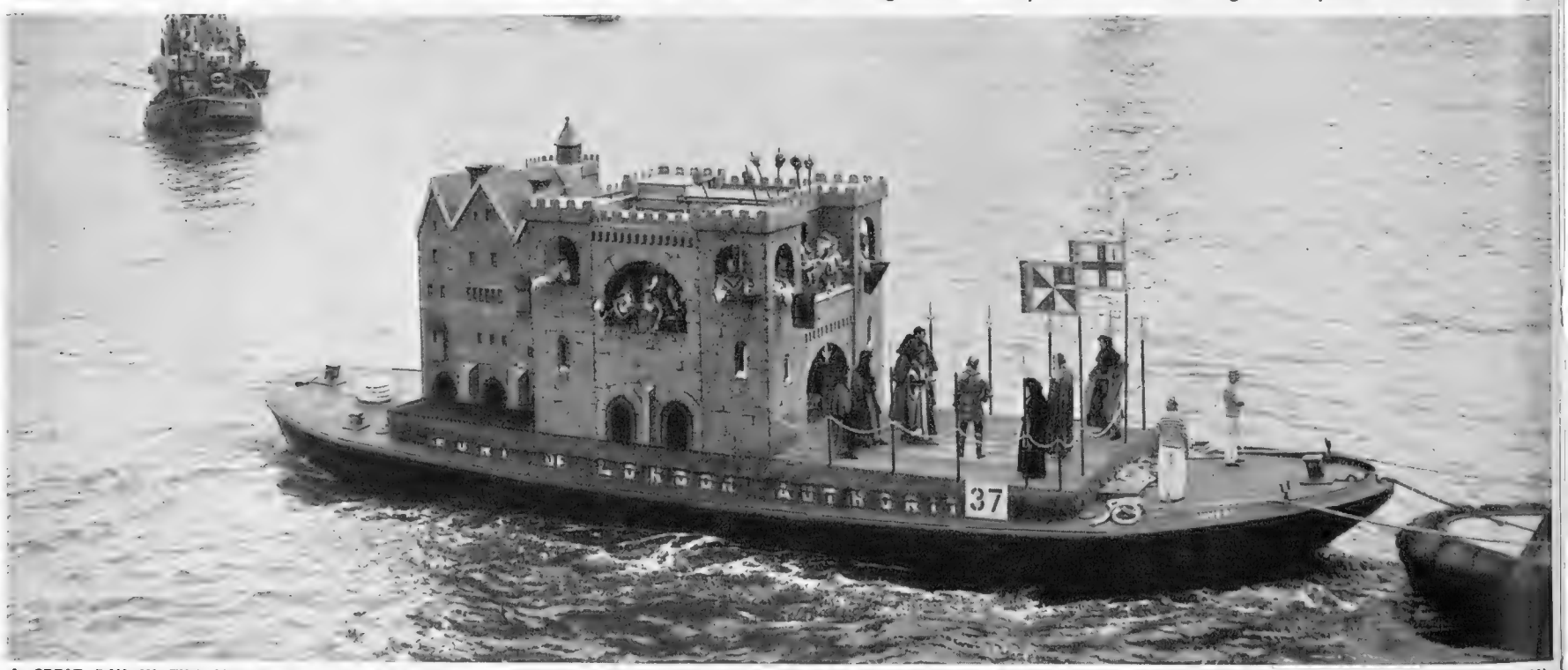
A Special Section of "The Sphere" Showing the Great Parade of Little Ships in the Presence of the Queen and the Duke of Edinburgh

In days gone by, water-borne pageantry on the tideway of the Thames was a regular feature of London life. But the ever-increasing pressure of commerce upon the river has slowly erased that pattern until this Coronation year, when the Lord Mayor, Sir Rupert De la Bère, urged the revival of some of the pomp and glory of a Royal river occasion. Last week, on a morning of grey skies and of some driving rain, his wish came true, and a magnificent parade of craft, organised into seven sections, sailed up-river from the L.C.C. pier at Greenwich to pass, in review order, Her Majesty the Queen and the Duke of Edinburgh, standing upon their special dais erected on the pier in front of the Royal Festival Hall. It was a great idea grandly carried through, and these four pages of THE SPHERE record some of the magnificent pageantry of the occasion, not least the historical tableaux which followed the Lord Mayor's procession and the procession of Her Majesty's Services. Every great seafaring age in English history was represented in the historical tableaux, from the days of the Vikings. After that came a section representing industry and commerce, and then the river services had their turn, with vessels of the P.L.A. and Trinity House to the fore. Bringing up the rear were private yachts and cabin cruisers, three of them Dunkirk veterans.

C

LONDON'S ROYAL RIVER PAGEANT

IN THE DAYS OF RUNNYMEDE—KING JOHN AND MAGNA CARTA, ONE OF THE HISTORICAL TABLEAUX IN LONDON'S ROYAL RIVER PAGEANT: This vessel, sponsored by the Association of Master Lightermen and Barge Owners, showed King John surrounded by the hostile Barons as he put his signature to the famous document which, among other things, guaranteed that "the City of London shall have all its ancient liberties and its free customs as well as by land as by water." Far from good weather attended the Royal River Pageant, but as the vessels passed through the heart of London great crowds lined the Embankment and the bridges, particularly in the region of the Royal Festival Hall, where the Queen took the salute. In the background of this picture are seen the graceful spans of Waterloo Bridge.



A GREAT DAY IN THE ANNALS OF LONDON IN THE YEAR 1357—THE LORD MAYOR WELCOMES THE BLACK PRINCE AND HIS CAPTIVE JOHN OF FRANCE AT THE FOOT OF LONDON BRIDGE: This was the third of the vessels in the historical tableaux. It is recorded that the Black Prince, having captured the King at the Battle of Poitiers, clothed him in Royal apparel and brought him to the capital city for honourable captivity, first allowing him to be received by the Lord Mayor, Aldermen and Sheriffs.

THE VIKINGS GO BY THE FESTIVAL HALL PIER : A powerful launch drew the Viking ship, which was itself mounted on a barge. It was a reminder of the fierce battle in London in 1013, when the Danish Army was attacked by King Olaf, who secured boats to the wooden timbers of London Bridge, and thus broke the bridge down and secured passage for his fleet. The Queen and the Duke of Edinburgh watched the parade from a special dais erected in the centre of the Royal Festival Hall pier.

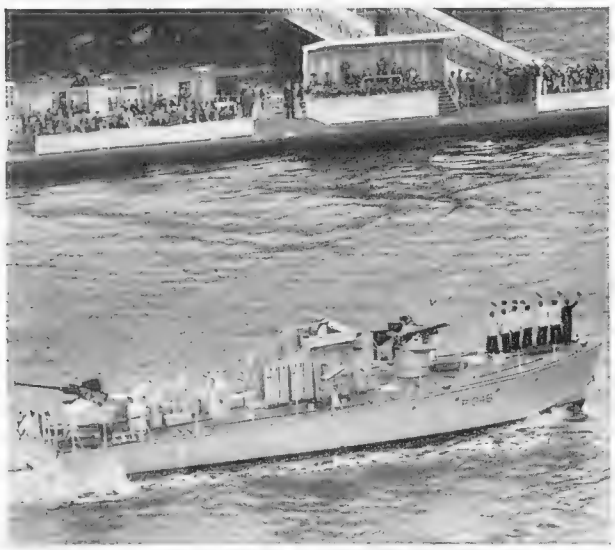
ELIZABETH THE FIRST AND THE DISCOVERERS : In this fifth vessel in the tableaux the Queen is seen with some of the celebrated maritime figures of her age, Raleigh, Hawkins, Drake and others, who stand in the centre part of the vessel.

THE LORD MAYOR OF LONDON, THE BLACK PRINCE AND THE KING OF FRANCE : This is a close-up of the tableau showing the Black Prince presenting his noble captive. The citizens of London are seen waving from the turrets of London Bridge.

LONDON'S ROYAL RIVER PAGEANT

THE LORD MAYOR OF LONDON JOURNEYS UP-RIVER FROM GREENWICH AT THE HEAD OF THE PAGEANT : Sir Rupert De la Bère, whose inspiration played such a notable part in forwarding the idea of the pageant, seen as he travelled up-river, accompanied by the Mace Bearer and the bearer of the City Sword. Trumpeters of the Royal School of Military Music heralded his coming.

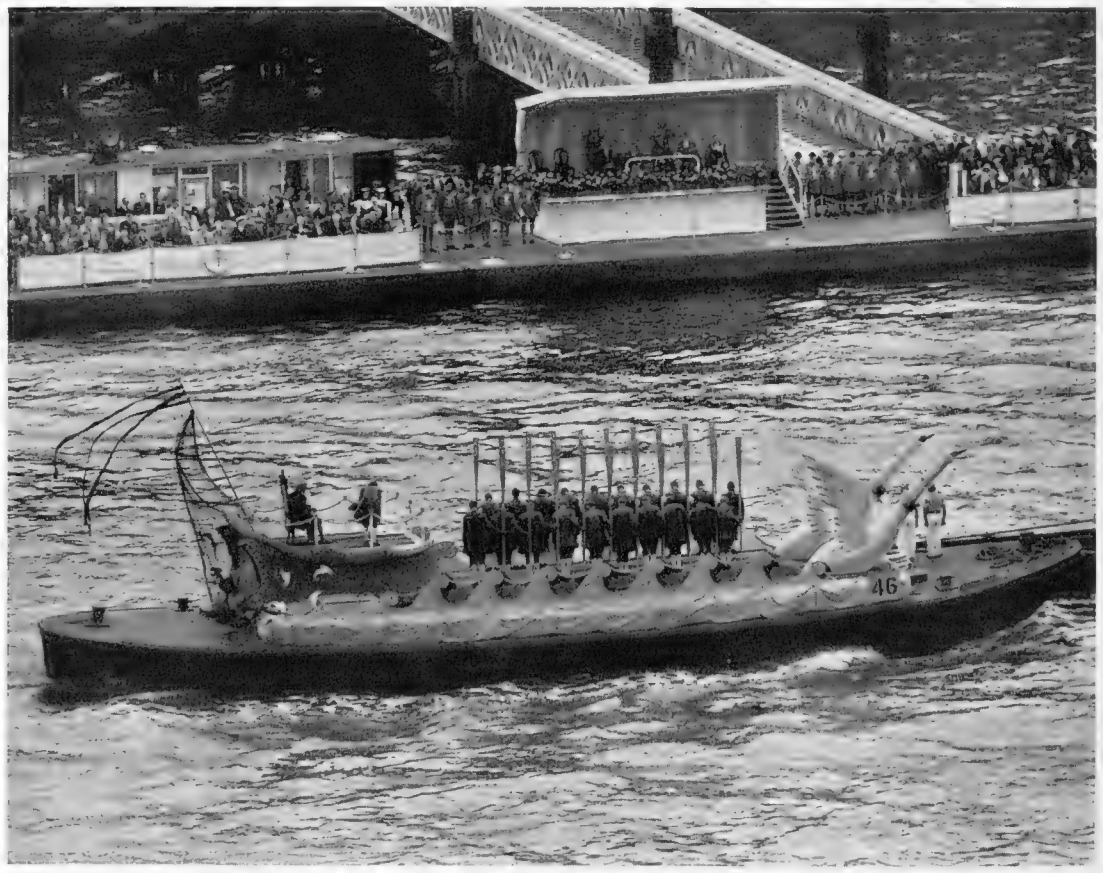
MAYORS AND REPRESENTATIVES OF TWENTY-SIX RIVERSIDE BOROUGHS TRAVELLED IN THE "QUEEN BOADICEA" : They followed the members of the City Corporation.



A ROYAL NAVAL CRAFT SPEEDS UP-STREAM : The crew are seen cheering the Queen as they passed the Royal dais.

THE GOAL OF THE JOURNEY—A PROCESSION OF SMALLER CRAFT AFTER PASSING WATERLOO BRIDGE : All the vessels in the procession travelled the five-mile route from Greenwich.

A REFINERY IN MINIATURE : Oil was the theme of this vessel in the industry and commerce section of the Royal River Pageant. It evidences that the River Thames plays a vital part, both as a channel for imports of crude oil and for the distribution of petroleum products. Other boats in the industry and commerce section of the pageant represented coal, hardwood timber, softwood timber and tea.



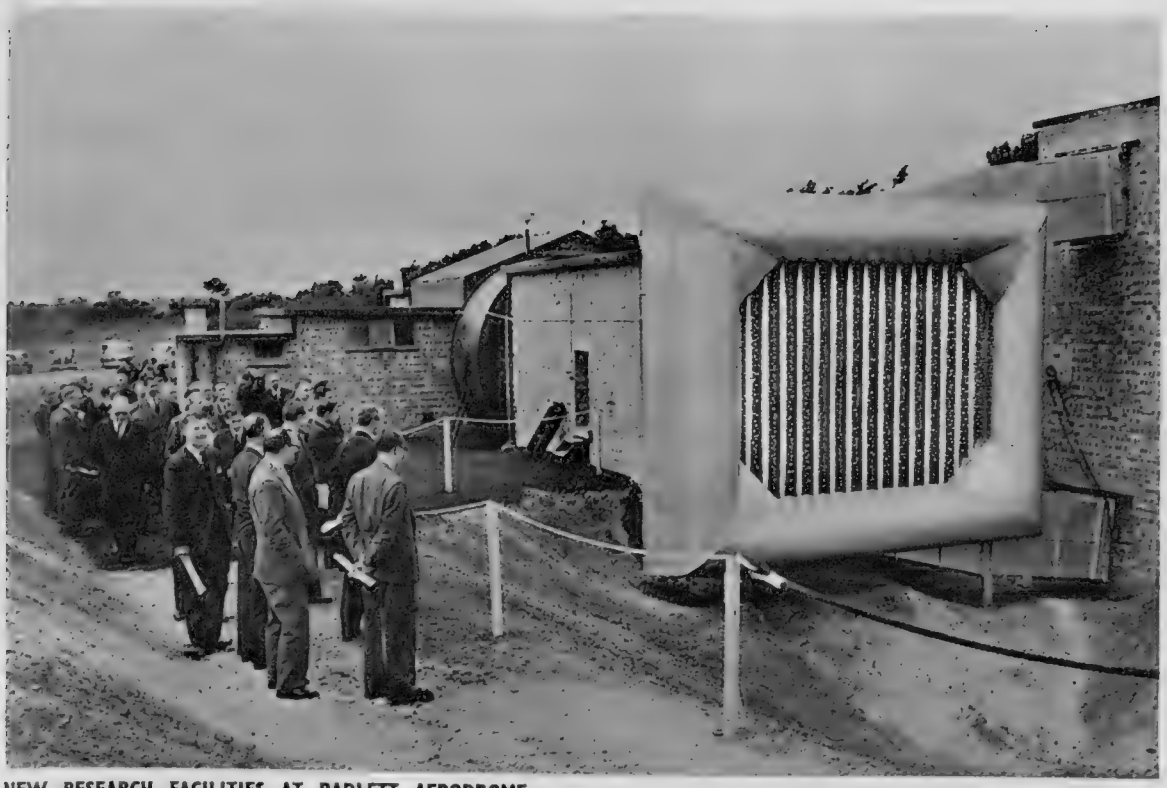
HOLDERS OF DOGGETT'S COAT AND BADGE : This was the last of the vessels in the historical tableaux. Holders of the coat and badge appeared in person. Watermen in their first year as Freemen of the River row for a sum of money, a Livery and a badge representing Liberty. The race takes place annually.

A NEW TEST LABORATORY FOR AIRCRAFT

The Inauguration of Important Test Facilities at Radlett Aerodrome, Herts.

The opening of the new laboratories at the Handley Page establishment at Radlett marks an important step in the progress of aircraft design and construction. The comprehensive nature of the new facilities means that an aircraft can be put straight from the drawing-board and test bed into production, without the lengthy procedure of building prototypes which would have to be modified many times before going into production. Mr. A. R. W. Lowe drew attention to this point when he opened the Handley Page laboratories. He also referred to the criticism that had been levelled against the British aircraft industry as a whole on this point, and said that the criticisms were largely undeserved, and were now even less deserved.

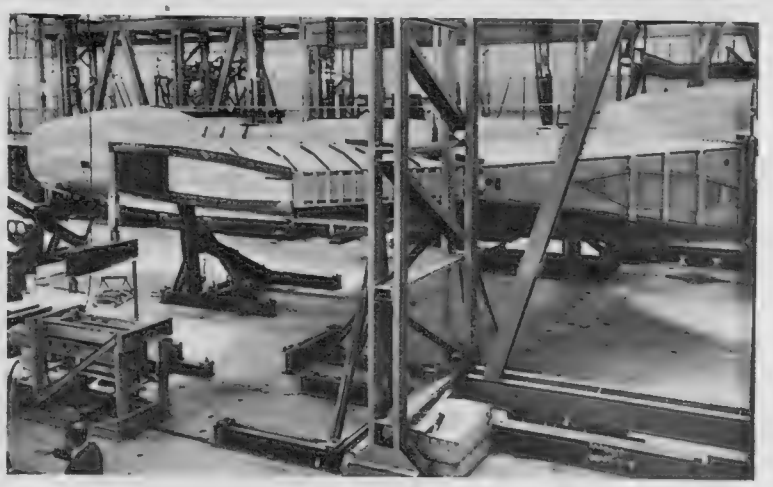
There were many representatives from the R.A.F. and from the British aircraft industry at the opening ceremony. As well as being shown over the new laboratories, they saw demonstration flights by the Handley Page Victor, the crescent-winged bomber that was seen for the first time in public at the Odiham Air Review recently. Details of the Victor were given in last week's issue of THE SPHERE.



NEW RESEARCH FACILITIES AT RADLETT AERODROME, HERTS—THE INTAKE BELL MOUTH OF A HIGH-SPEED WIND TUNNEL AT THE AERODROME: The new test house, research laboratories and "near sonic" wind tunnel were opened at Radlett Aerodrome by Mr. A. R. W. Lowe, M.P., the Parliamentary Secretary to the Ministry of Supply. These new facilities, which have all been built for Handley Page Limited, provide for all the tests necessary for the development of high-speed aircraft.

A REPRESENTATIVE FROM SWITZERLAND EXAMINES SOME OF THE NEW TEST EQUIPMENT: Colonel Gygli, the Military and Air Attaché at the Swiss Legation, takes a professional interest in part of the air-conditioning plant at the Radlett laboratories.

ANOTHER VIEW OF THE HIGH-SPEED WIND TUNNEL AT RADLETT AERODROME: The motive power for the tunnel is provided by Nene turbo-jet engines which are silenced by absorbent "splitters" placed at the entrance to the engine house. The many facilities provided by the laboratories will make Handley Page almost independent of outside help.



On right—

THE STRUCTURAL TEST FRAME AT THE HANDLEY PAGE TEST LABORATORIES: The fuselage of the new Handley Page Victor bomber is seen on the structural test frame at Radlett. The artificial loads are applied by an electrically-controlled hydraulic system.

THE FANTASTIC TAILPLANE ASSEMBLY OF THE HANDLEY PAGE VICTOR: The Victor, which was first shown to the public at the Odiham Air Review, gave some demonstration flights on the occasion of the opening of the new research laboratories.

On right—

THE VICTOR SHOWS ITS PACES AND ITS UNIQUE LINES: This picture of the Victor coming in to land gives a very good idea of the form and construction of the latest bomber to be ordered by the R.A.F. The four Sapphire jet engines buried in the wings give the Victor more power than twenty-five express locomotives. This new crescent-wing bomber was put into production for the R.A.F. while still on the secret list.

THE QUEEN at the INTERNATIONAL HORSE SHOW

A Great Gathering to See the Victory of Foxhunter; A Feast of Jumping at the White City

The Queen, whose interest in show jumping and the show ring generally is so pronounced, was present at the 34th International Horse Show at the White City in London last week to see that famous combination Lieut.-Colonel Llewellyn and Foxhunter win the contest for the King George V International Individual Championship for the third time. Foxhunter is the only horse ever to have won the gold cup three times, and, needless to say, there was tremendous applause from the audience of 24,000 after he had completed his final eliminating round, recording only four faults. The Queen personally presented the trophy to Lieut.-Colonel Llewellyn, and also to Miss Delfosse, the winner of the Queen Elizabeth II Cup on the previous day. Another rider who was much in the limelight was Miss Pat Smythe, who scored a notable success in the Ladies Debutante Stakes.

In addition to the jumping there were many other highlights of this great show. What appealed most generally, in that it was of interest to the casual visitor and the knowledgeable horseman, was the appearance and display by members of the Spanish School of Vienna.

This exhibition by these superb horsemen on their white Lipizzaner stallions, descendants of Arab and Cordoba progenitors, included high school work "on the ground" and also the spectacular levade, croupade, courbette and other movements which in medieval times were included in the training of the war-horse. The school also performed a quadrille.

Another delightful feature of the show was the appearance of the Beaufort, Berkeley and Essex Foxhounds, each with its distinctive livery of the hunt servants, Beaufort green, Berkeley yellow and Essex scarlet. The hounds, appearing thus in the heart of London, invariably arouse the audience to enthusiasm.

MISS MARIE DELFOSSE RECEIVING THE QUEEN ELIZABETH II CUP FROM THE HANDS OF THE QUEEN: Miss Delfosse scored a creditable victory on Fanny Rosa. At the same time as she received her trophy Lieut.-Colonel H. M. Llewellyn received the King George V Cup for his great victory on Foxhunter in the International Jumping Championship.

OVER THE STICKS AT THE WHITE CITY: *Left*—Lieut.-Colonel H. M. Llewellyn taking Tommy 13th over a jump in the Tally Ho Stakes Jumping Competition for amateur riders. The horse, owned by Dorothy Paget, came second to a French entry, Mlle Roblin's Voulette. *Right*—Signora N. Perrone, of Italy, putting Voltigeur over a jump in the Queen Elizabeth II Cup. On each day of the Show there were important competitions in the jumping field, with a very high standard set by the men and women riders.

CONGRATULATIONS FROM THE DUCHESS OF KENT : Miss S. Willcox, winner of the Hack Championship, being congratulated on her victory. She rode Blithe Spirit.

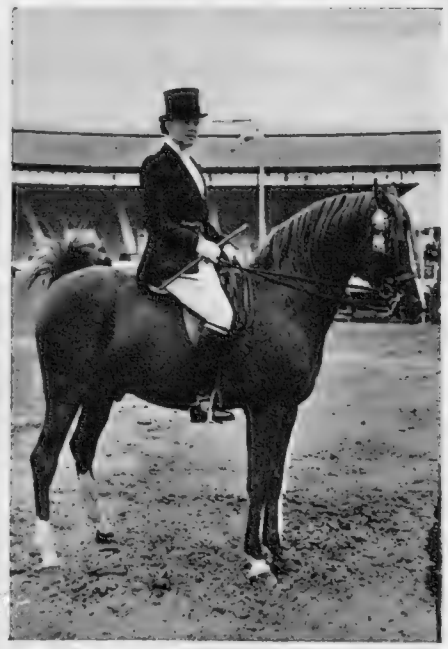
MISS PAT SMYTHE DEMONSTRATES HER SKILL ON TOSCA : She is seen taking the gate in fine style during the competition for the Queen Elizabeth II Cup. Pat Smythe did not win this event, but our leading lady rider gave a grand performance on Prince Hal in winning the Ladies' Debutante Stakes. Four horses jumped faultless rounds in the final, and Miss Smythe won through, recording the best time in tackling the course.

WILD WEST STUFF : This was the somewhat disastrous ending to a hitherto clear round when Glencree fell and rolled on her rider, Mrs. L. Carter, at the last obstacle in the jump-off for the Queen Elizabeth II Cup.

MISS DELFOSSE ON FANNY ROSA : Miss Delfosse won the Queen Elizabeth II Cup, and she is seen in this picture at the moment of take-off at one of the obstacles. Leaning right forward, she allows her mount the maximum opportunity of thrusting upwards towards the fence. Miss Delfosse is a great stylist.

MORE WILD WEST STUFF : The Hon. Susan Money-Coutts on the neck of Russet, when she almost came to grief in the jumping for the Queen Elizabeth II Cup.

A CLEAR ROUND IN THE TALLY HO STAKES : P. J. D'Oriola, of France, riding Voulette over one of the obstacles at the White City. Voulette was a worthy winner, beating Miss Paget's Tommy 13th, ridden by Colonel Llewellyn.



THE CLASSIC POSE DEMONSTRATED BY TWO NOTABLE WINNERS AT THE SHOW : *Left*—Miss Jane Kent on Miss G. M. Yule's Count Dorsaz, the winner of the class for Arabian horses. Count Dorsaz is an eight-year-old chestnut stallion. *Right*—Mr. F. Haydon driving Captain de Quinlay's Authentic, winner of the Hackney Horse class.

ROYAL OCCASIONS

The Queen and the Last Royal Garden Party; A Visit to "Guys and Dolls"; Princess Margaret in Southampton and Shoreditch

A VISIT TO THE COLISEUM THEATRE TO SEE "GUYS AND DOLLS": The Queen and Princess Margaret, accompanied by the Duke of Edinburgh, seen as they left the theatre after the performance of this popular show, which has been described as "The Beggar's Opera of Manhattan." This evening of relaxation in the West End followed the final garden party at Buckingham Palace.

THE QUEEN WALKS AMONG HER GUESTS AT THE ROYAL GARDEN PARTY AT BUCKINGHAM PALACE: This was the last garden party of the season and held in ideal conditions. The previous garden party, it may be remembered, had been sadly marred by rain. After moving informally among their guests for more than an hour, the Queen and the Duke of Edinburgh, with other members of the Royal family, went to a marquee where, after tea, guests from the Commonwealth were presented. A police band played during the afternoon, including in their repertoire selections from *Guys and Dolls*, the show which the Queen, Princess Margaret and the Duke of Edinburgh went to see in the course of the evening.

PRINCESS MARGARET IN SOUTHAMPTON: The Princess receiving guests in company with the Mayor of Southampton, Alderman Mrs. King, when she arrived in the city to receive purses in connection with the £10,000 building fund appeal for Southampton Young Women's Christian Association. The new hostel is to be named the Princess Margaret Hostel. About fifty purses were received by the Princess, and when she took tea at the temporary Y.W.C.A. hostel after receiving the Appeal Committee, it was announced that the funds now exceeded £7,000.

PRINCESS MARGARET IN SHOREDITCH: Jean Game, a thirteen-year-old student of Crondall Secondary School, Hoxton Street, Shoreditch, presenting a bouquet to the Princess on her arrival at the school. The Princess was engaged on a tour of East and North London, in which she saw gardens which have been created on bomb-sites. She was deputising for the Queen Mother, who was suffering from a chill, on a tour sponsored by the London Gardens Society.

THE FESTIVAL CITY SEEN FROM THE HEIGHTS OF SALISBURY CRAGS : From left to right are the University dome, the Castle, the spires of the Tolbooth Church, St. Giles's Cathedral, the Tron Kirk, and the clock tower of the North British Hotel. This has been a memorable year in Edinburgh's annals, with the pageantry of the Royal Coronation visit, and there are still to come the enchantments of the Festival, when the Scottish capital will be host to the world. This year's Festival is the eighth. It will open with a service of Praise and Thanksgiving in St. Giles's Cathedral on Sunday, August 23. A number of orchestral and chamber concerts to be held in Edinburgh during the Festival will commemorate four centuries of the violin, the tercentenary of the birth of Corelli, and the bicentenary of the birth of Viotti, both composers who have made notable contributions to the development of violin playing.

EDINBURGH

THE FESTIVAL CITY

From August 23 to September 12 the Scottish Capital Will Hold Its Seventh International Festival of Music and Drama

Below—

THE PALACE OF HOLYROODHOUSE AND HOLYROOD ABBEY : This view, also taken from the top of the Salisbury Crags, shows the complete layout of the buildings, including the forecourt and gardens. Beyond lies Leith, with the Firth of Forth and the shores of Fife in the distance. Holyrood has been a Royal residence since at least as early as the reign of James IV. The Abbey was founded by King David I of Scotland in 1128, and was dedicated to the Holy Cross or Rood, a casket of gold brought to Scotland by Margaret, wife of Malcolm, about 1070. The foundations of the Palace were laid around 1501 by James IV, who made Edinburgh his capital. In the past it has often been a point of soreness with Scottish sentiment that the Palace of Holyroodhouse has been so little used as a Royal residence, and it therefore gave Scotland particular pleasure that the Queen should have elected to spend a week there on the Coronation visit.

PART OF THE RECENTLY-COMPLETED FIRST SECTION OF THE NEW LONDON PROMENADE THROUGH ISLINGTON: In the centre of this picture is an old watch tower which has been restored, and which is to be preserved as an ancient monument. The New River Walk, as this section is to be called, is the first part of the plan to develop a "green finger" stretching through Islington from City Road to Clissold Park. The gardens have been designed by the Borough Surveyor.

ANOTHER VIEW OF THE RIVERSIDE WALK—THE GARDENS BY CANONBURY GROVE, ISLINGTON: To build the New River Walk section of the promenade, Islington Borough Council have dammed and improved the river, making a waterfall in one part, and preparing flower-beds and rock gardens on the banks. The scheme, which is part of the Council's plans for developing all the available open space in densely populated Islington, is proving very popular with the local families. The first section of the proposed promenade from City Road to Clissold Park being completed, the Council have now started work on the next section, which should be finished next year. This will also cost about £6,000.

THE HOME NEWS IN PICTURES

A New London Promenade; the Third Duke of Westminster; Ships in the News; A Vest-pocket Motor-cycle Rally; Another Hydro-electric Scheme in Scotland, and Other Home Events

THE THIRD DUKE OF WESTMINSTER: Mr. William Grosvenor, a bachelor living in retirement, who succeeds the second Duke, whose death has just occurred in Sutherlandshire.

On left—

The new Duke of Westminster, Mr. William Grosvenor, is fifty-nine years of age and a cousin of the late Duke. His home has been at Martell Lodge, Whitstable, Kent, and his chief interests have been poultry-keeping. He has been an invalid since boyhood, and for this reason did not go to Eton like most members of his family. The new heir is Colonel Gerald Grosvenor, a grandson of the first Duke. Some vast estates change hands with the death of the second Duke, including farms in Cheshire and a large area of London. One of the most important new acquisitions of the Westminster Estate is Annacis Island, in the Fraser River, British Columbia, immediately south-west of New Westminster.

"SETTER IX" IS READY TO TAKE THE WATER: This unusual-looking ship, with the high-jutting bows, is the largest whale-catching vessel built in this country. It is seen on the slipway at A. and J. Inglis's Pointhouse Shipyard in Glasgow before entering the water. Whale-catching vessels are fitted with a cat-walk extending from the bridge to the bows. The harpoon gunner uses this cat-walk to reach the gun.

THE NORWEGIAN SHIP "POLAR SIRKEL," WHICH IS TO CARRY SUPPLIES TO THE BRITISH NORTH GREENLAND EXPEDITION: The *Polar Sirkel* is seen at the Royal Victoria Naval Victualling Yard, Deptford, where she was loaded with supplies for the British North Greenland Expedition, which is spending its third successive year within the Arctic circle. The Norwegian ship sailed from Deptford last week for Young Sound, Greenland, where the aircraft which will be flying the supplies to the expedition at Britannia Lake will be based. The British North Greenland Expedition, led by Commander C. Simpson, is undertaking a geophysical, geological and glaciological survey of the unexplored areas of Greenland and, among other things, they hope to establish the depth of the ice-cap which covers most of this inhospitable terrain.

VEST-POCKET MOTOR-CYCLES WERE THE ATTRACTION : Vespas, the tiny motor-cycles which have lately won such popularity, lined up on Madeira Drive, Brighton, during the Southern England Rally organised by the Vespa Club of Britain. These tiny cycles have gained a great reputation for reliability. Their popularity first became apparent in Italy after the war, when thousands of citizens realised that they presented a solution to the vexed transport and fuel problems.

THE YESPAS GO CRUISING DOWN MADEIRA DRIVE, BRIGHTON : The tiny motor-cycles travelling along the sea front in convoy before the start of the competitive events in the Southern England Rally which was organised by the Vespa Club of Britain.

THE DUCHESS OF GLOUCESTER VISITS CHRIST'S HOSPITAL GIRLS' SCHOOL, HERTFORD, ON ITS 400TH ANNIVERSARY : With the Duchess is the headmistress of the school, Miss D. R. West. Among the many girls who are watching their visitor stands one Bluecoat boy, who travelled up from the boys' school in Horsham.

A STRANGE HONEYMOON JOURNEY TO AUSTRALIA : Two newly-married couples, Mr. and Mrs. Roderick Johnson, who are in the front seat of the tractor, and Mr. and Mrs. Tom Kane, plan to make a 16,000-mile journey to Australia in this farm tractor and caravan, which they will use as living quarters. The route will take them across the North Sea to Holland, from where they will travel down through France, Italy, Greece and Turkey, crossing the Persian Gulf into India, finally embarking for Australia from Ceylon. On arrival at Sydney, the tractor will be exhibited at the Royal Show.

HYDRO-ELECTRIC POWER IN THE HIGHLANDS—THE HUGE NEW DAM NOW IN COURSE OF CONSTRUCTION IN STRATH CONON, THE BEAUTIFUL VALLEY TO THE SOUTH OF STRATHPEFFER, IN ROSS AND CROMARTY : This is one of the North of Scotland Hydro-Electric Board's latest developments in their scheme for bringing power to the Highlands. The dam spans a magnificently wooded valley.

THE LORD MAYOR OF LONDON OPENS A NEW GAMES CENTRE BUILT ON A BOMBED SITE NEAR LUDGATE HILL : Sir Rupert De la Bère tries his hand, not very successfully, at a game of tennis at the new games centre, which was built at the expense of Charrington's, the brewers. It is for use by the general public.

THE CHIEF OF THE IMPERIAL GENERAL STAFF ATTENDS THE PASSING-OUT PARADE OF W.R.A.C. OFFICER-CADETS AT HINDHEAD, IN SURREY : Sir John Harding, whose promotion to Field-Marshal has been announced, is seen presenting a ceremonial sash to Officer-Cadet A. S. Nicholson, who was chosen as the most outstanding leader of the twenty-four cadets who passed out at the Hindhead school.

ODDITIES from the WORLD NEWS

A Symposium of Unusual Pictures from Many and Various Sources

THE FUNNY LITTLE WAYS OF ELAINE BRODERICK : Elaine is seen as she came before the District Court in Milwaukee, charged with disorderly conduct. The initials branded on her arms aroused the interest of Judge Neelen, who was told by Elaine that these were burned in with a match, and this was the thing to do "if you want to be real crazy." The judge held Elaine for a mental test.

THE BULL WAS FIGHTING MAD : Patricia McCormick, twenty-three-year-old woman bull-fighter from Texas, seen in the Tijuana ring, Mexico, as she beat a hasty retreat from her quite enraged adversary.

TOSSED TWICE ON THE HORNS OF AN ANGRY BULL : Patricia McCormick in the ambulance in which she was carried off to hospital after her gory battle in the bull-ring. After being tossed, Patricia was gored in the leg, but she carried on with the battle, and in the final degrading scene four sword thrusts were necessary to despatch the bull. Patricia's performance was courageous enough, but not exactly in the tradition of the Mexican bull-ring. Women bull-fighters are rare, but in recent years there has been at least one in the top flight.

A POLITICAL JOKER IN AMSTERDAM : This notice in one of the city squares formerly bore the words "Save the Rosenbergs." It was altered to read "Save Beria." It has been a curious development of the post-war years in Europe that wall slogans have been used by political elements on the widest scale, and in France, in particular, the Communists have developed the technique. The wording of the slogans differs little from place to place, indicating that there is a certain amount of central direction. The favourite cry in 1952 was "Ridgway, Assassin, Go Home."

TOP-HEAVY WITH BARRELS : This Finnish fishing-vessel recently set out from Copenhagen with a vast array of barrels piled up on the quarter-deck. The idea is that they will be filled with fish, salted down. If a gale springs up, however, there might well be a demand for lifeboats 1 and 2, in view of all this top hamper. In most countries there are stringent rules governing the loading of deck cargo in this fashion.

WHY POUND THE PAVEMENTS WITH THE PADS OF YOUR PAWS : This is the obvious viewpoint of Pierre the Poodle, who is seen taking the air in West London with his friend, six-year-old Julie Fallis, and Geoffrey, the Great Dane. The arrangement seems to suit everybody, but it would be interesting to know what happens if one day Geoffrey decides that it is his turn to be carried. Geoffrey weighs 14 stone, and Pierre is, of course, not built for weight-lifting.

IS THIS A SOURCE OF SAUCER NEWS ? The United States Air Force has just issued this picture of a B-26 bomber equipped with a device for providing an intense continuous light source. They consider that the glare from this powerful new flare has been responsible for some of the reports of flying saucers which have spread across the United States in the past two years. A giant magnesium flare attached to the wing and controlled by the pilot is the light source.

THIS NEW LITTLE HIPPO HAS THE OLDEST FATHER IN THE WORLD : Rasmus is the name of the little hippo born in the Copenhagen Zoo. He is seen in this picture with his mother, Maren, which has given the Zoo a new little hippo every summer for the last thirteen years! The father is the forty-three-year old August, which is the oldest hippo-father in captivity in the world.

THEY CALL THEM THE FLYING-SAUCER FISH : They have been brought from the Amazon for a London aquarist. British Overseas Airways Corporation had the task of flying them in from South America, and they apparently made the journey without any trouble at all. B.O.A.C. get many novel demands in freight-carrying.

CRICKET IN THE RAIN

The First Four Test Matches were All Held Up by the Vagaries of the Weather, and at Headingley a 35,000 Crowd was Thwarted Last Saturday

BILL EDRICH SHOWS THE WAY ON A WET WICKET: The England batsman sweeping a ball to leg during England's second innings in the fourth Test match. Rain stopped play last Saturday after the Middlesex player had given a most enterprising display. He continued on Monday; so did the rain.

TWO LONELY SPECTATORS, SURROUNDED BY SOAKING WET CUSHIONS, ARE UNDAUNTED BY THE RAIN WHICH DESCENDED UPON THE LEEDS GROUND AT HEADINGLEY: When play began last Saturday morning 35,000 spectators were packed into the ground, anticipating a truly memorable day's cricket. What they did see was a grand partnership between Hutton and Edrich, with the latter striking the loose balls to the boundary and playing a most valuable innings at a vital time. Then, before the interval, rain stopped play, and there was no resumption during the rest of the day. A few stayed to the end, hoping against hope.

THIS IS THE NEW MACHINE FOR REMOVING SURFACE WATER: A groundsman at work at Headingley before play began on the third day of the fourth Test match. The machine, called the Sisis, consists of a revolving drum which soaks up the moisture and passes it into a metal tank. A battery of these machines was needed on Saturday.

A VERY APPROPRIATE PIECE OF EQUIPMENT FOR A TEST MATCH ON AN ENGLISH SUMMER DAY: This mangle on the Leeds ground produced derisive and robust Yorkshire comment on the state of the weather. To thousands of week-enders looking forward to some first-class play the day was a bitter disappointment, and, of course, there was no money refunded.

AUSTRALIA'S FIRST INNINGS IN THE FOURTH TEST WAS AS CHEQUERED AS ENGLAND'S FIRST INNINGS: *Left*—Hassett, the Australian captain, is missed by Compton, who dived full-length in an effort to make the catch. *Right*—Lindwall falls to one of the fast balls of Alec Bedser. For Bedser the fourth Test was a memorable affair. When he took six wickets in the Australian first innings he established a world record, bringing his total number of wickets in Test matches up to 217.

BETTER SERVICE from the GARAGE MEN

Keener Competition Among Garages is Breeding Better Manners

By "THE SPHERE" MOTORING CORRESPONDENT

IS it merely my imagination, or am I right in thinking that garage men are looking after us better these days? It 's dangerous to generalise, I suppose, yet recent experiences have indeed suggested to me that we motorists are being shown much more solicitude by the garage people.

Competition is undoubtedly getting keener, especially since the return of branded petrol, so perhaps the garage proprietors are schooling their staffs to woo customers in a way they have not found necessary since before the war.

Whatever the reason, this change of heart—if such it be—is welcomed by all motorists, who feel they have too long been the victims of a "Take-it-or-leave-it" attitude by the garage folk, whether it was merely two gallons of petrol they wanted or even if they were placing an order for a new car.

One example of the new spirit of enterprise is to be found at the London end of the Kingston By-pass, where a roadside garage displays a big sign which says: "Punctures repaired in ten minutes." Tnat 's the idea!

All Wyverns and Veloxes leaving the Vauxhall factory at Luton from now on will have improved steering and a better bonnet. The new Burman steering is lighter, more positive and smoother in action: points that are readily apparent when manœuvring the car in a confined space. The turning circle—37 ft.—is 2 ft. greater than before.

I always thought the side-opening bonnet fitted to the present generation of Vauxhalls was a bit heavy and cumbersome, though quite ingenious. It has been replaced by a counter-balanced bonnet hinged at the rear. It is much easier to lift and support, yet engine accessibility remains almost as good.

Britain's newly-formed G.B. Car Club is sponsoring a motoring rally on novel lines—the sort of thing that is likely to appeal to motorists who rather fancy themselves as drivers, but who shy away from the more serious events, like the Monte Carlo Rally, in the belief that they are too strenuous and that the experts would "show them up."

The G.B. Car Club's event is in the nature of a holiday rally—an easy-going affair that will afford some interesting motoring through some of France's loveliest scenery and with some straightforward driving tests included in an exciting programme at journey's end.

Leaving London on August 18, competitors will drive to the Languedoc country by way of Vichy, Toulouse, Andorra and Sète, where they will stop for four days, although the ultimate destination is the fairy-tale city of Carcassonne.

The distance is 1,280 miles, but there will be no speed schedules to maintain, and as long as the competitors clock in at the places I have named for overnight stops, they are at liberty to choose their own routes.

At the old French port of Sète rally competitors will have the opportunity of attending banquets, wine-tasting sessions, water jousts—and the finals of a tambourine match.

The organisers claim that the ten-day rally holiday will cost competitors much less than if they went on their own and tried to do the same things (which, in any case, would not be possible, as the local authorities at Sète and Carcassonne are laying on special facilities for the rallyists).

If two of you went in the average kind of 10-h.p. car it would cost each of you £37 14s., including £10 entry fee, hotel accommodation, Channel crossing both ways, all meals (with wine), tips and parking fees. If three of you went in a small car the cost per head would be £33 5s. Competitors have to find their own petrol.

For the lucky (or skilful) ones there is a chance of the holiday being more or less paid for by the prizes, totalling £700, which are being offered in connection with the driving tests (parking, braking and regularity). Our sister journal, *The Sketch*, is presenting a challenge cup for the best and most sporting performance irrespective of class.

If you were touring in Spain and you called at a garage and said, "*Hay algo que va mal en el sistema de combustible*," the mechanic should know at once (provided your pronunciation is all right) that you were worried about your fuel system. I must confess, however, that I should not have known how to say this in Spanish had I not just been thumbing over the latest edition of the *B.P. Phrase Book* for motorists.

It contains an excellent selection of useful phrases, in nine languages (Danish, German, English, Spanish, French, Italian, Dutch, Norwegian and Swedish), concerning motoring and maintenance, road warning signs and much else besides. There are also conversion tables for currencies, tyre pressures, and so on.

This useful phrase-book is available free of charge from the Shell-Mex and B.P. Touring Service, Shell-Mex House, Strand, W.C.2.

I also like the *Conversation Handbook* issued by the A.A. to members who apply to them for foreign touring documents. It is an eight-language affair published by L'Alliance Internationale de Tourisme, of which the A.A. is a member. Particularly useful are the full-page sketches of such things as the contents of a suit-case and a car chassis, each article being given a number, by means of which you can find out what the article is called in any of eight languages.

The R.A.C. has just issued some useful guidance to motorists who are taking their cars to France. It includes the useful reminder that motorists must give way—as a general rule—to all traffic coming from the right. Main road traffic in built-up areas, states the R.A.C., has no priority. The use of the horn is obligatory at cross-roads, except in Paris after dark.

There is no uniform speed limit in built-up areas. The permitted speed is given—in kilometres per hour—outside the village or town. Don't expect to find any de-restriction signs, for there aren't any. One thing more: French police are authorised to collect fines on the spot for certain traffic offences. So watch your step!

It 's difficult to keep Silver City Airways out of the holiday touring news. They have just announced that up to July 14—the fifth "birthday" of their Channel car ferry service—they had carried nearly 45,000 vehicles and more than 110,000 passengers. "In 1952," says Air-Commodore Griffith Powell, Silver City chief, "we carried about 7 per cent. of the 150,000 cars, motor-cycles and bicycles which crossed the Channel. "This year, following our seventh fare reduction, our share of the business is likely to be over 25 per cent."

On peak days Silver City carry as many as 600 vehicles and 1,500 passengers to Le Touquet, Cherbourg and other destinations in France. Cars still provide most of their revenue, and they hope to carry 26,000 this year compared with 6,850 in 1952. Future prospects are so bright that Silver City are actually planning to build their own aerodrome, in the Romney Marsh area, because there are no well-sited airfields on the south-east coast of England big enough to accommodate the big ferry-planes Air-Commodore Powell hopes to use later on.

Ferodo Limited, the brake and clutch lining people, have presented a handsome gold trophy to British motor sport. It will be awarded by an independent panel of judges each year for the greatest British contribution to car-racing. Those eligible are racing drivers and makers of cars, engines and components anywhere in the Commonwealth.

The Duke of Richmond and Gordon has accepted the chairmanship of the judging panel, and at a celebration lunch at London's Dorchester Hotel the other day, his Grace received the trophy from Mr. William Smith, managing director of Ferodo, who said success in motor-racing was vital to Britain's commercial prestige. The combined value of the Ferodo Trophy, and the replica which will be retained by the winner each year, is about £1,000, and it has been exempted from purchase tax in view of its exceptional design and of the fact that it is expected to be handed down to posterity as a fine specimen of the craftsmanship of the early Elizabethan era.

Herbert Frood, who founded the Ferodo concern (this trade name being an adaptation of his own), designed his first brake lining in a small garden shed—for a horse-drawn cart! But that was before the end of the last century.

British cars won eight of the twenty-five Coupes des Alpes awarded to competitors in the Alpine Rally who complete the 2,000-mile course without loss of marks. The cars were three Jaguars (one of them driven by Ian Appleyard and his wife Pat, daughter of Mr. William Lyons, who makes the Jaguar); four of the new Sunbeam Alpines (driven by Miss Sheila Van Damm, Stirling Moss, George Murray-Frame and John Fitch); and a Frazer-Nash driven by a German.

THE INTERNATIONAL ALPINE RALLY—PART OF THE TORTUOUS ROUTE ON THE STELVIO PASS BETWEEN ITALY AND SWITZERLAND: On the left of this picture is one of the Sunbeam Alpine team cars, driven by Leslie Johnson, of Chingford, Essex, with David Humphrey, of Coventry, as co-driver. This team won four of the eight cups awarded to British cars in the rally.

Sheila Van Damm is the first British woman ever to win one of the coveted Alpine cups. Only one other woman driver of any nationality has ever gained one of these awards. The team prize was won by the German Porsches (a sports development of the Volkswagen), and two of these cars gained first and second places in the general classification. Appleyard, who won his class, was fifth in the general classification and was the highest-placed Briton, Moss being fourteenth.

Racing drivers lead a busy life during the summer months. Moss had to dash off to Marseilles for the start of the Alpine immediately after winning the 12-hours sports car race at Rheims in a Jaguar.

Then as soon as the Alpine Rally had finished at Cannes, Moss hopped into an aircraft and flew back to England to drive at the British Grand Prix meeting sponsored at Silverstone by the *Daily Express*. Unfortunately, he was able to drive in only one of the four races—that for 500-cc. cars, which he won handsomely.

The main event—the 263-miles race for 2-litre cars—was won by world champion Alberto Ascari in a Ferrari at 92.97 m.p.h. The same Italian driver—a real artist at the motor-racing game—won the same event last year, also in a Ferrari. This year's Grand Prix was a tremendous scrap between the Ferrari and Maserati teams. Ferraris gained first, third and fifth places; Maseratis walked away with second, fourth and sixth positions.

Britain's Mike Hawthorn, who now drives for Ferrari, was fifth. He would probably have done better still had he not lost a lap early in the race following a sensational skid in front of the pits.

A GEOLOGICAL EXPEDITION TO SWITZERLAND

An Anglo-American Team Who are Carrying Out Investigations on the Monte Rosa Glacier, in the Shadow of the Dufourspitze

A LONDON MEMBER OF THE ANGLO-AMERICAN TEAM OF GEOLOGISTS IN SWITZERLAND : Mr. John Cuffley seen outside his tent on the Monte Rosa Glacier. The team is carrying out investigations on the glacier, and much of their equipment was carried up to the camp by an aeroplane, which made six landings on the glacier, just under the Nordend peak.

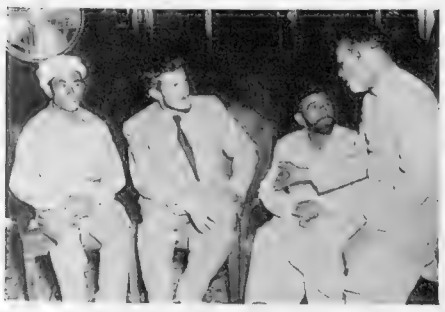
WHERE THE ANGLO-AMERICAN EXPEDITION TO THE MONTE ROSA GLACIER IS CARRYING OUT INVESTIGATIONS : Ringed in the circle at the left of this picture is the entrance to a mine tunnelled into the glacier. The peak at the left of the photograph is the Nordend and on the right is the Dufourspitze, the highest peak in Switzerland. The team, which is lead by Professor Charles Hickox, of Norwich University, U.S.A., is carrying out a glaciological survey of the area, and is also exploring the mineral content of the land beneath the glacier. At one point they have tunnelled through the ice to the rock below. The English members of the team are graduates in Geology from Cambridge University.

On left—

MEMBERS OF THE EXPEDITION WITH HERMANN GEIGER, WHO FLEW MUCH OF THE EQUIPMENT UP TO THE GLACIER : From left to right are Michael Marsden, from Newcastle ; Herr Geiger, the pilot of the aircraft ; George Winstanley, from Derbyshire ; George Falconer, from Stoke-on-Trent, and John Cuffley. Geiger made six flights up to the glacier, breaking his own high-landing record by landing at a height of 13,000 ft. He carried over 3,200 lb. of equipment to the camp site, including a compressor and a drilling machine. On one of his return flights he flew back an injured member of the expedition.

NANGA PARBAT EXPEDITION IN PAKISTAN

And an Aerial View of Part of the Route Taken



MEMBERS OF THE VICTORIOUS GERMAN NANGA PARBAT EXPEDITION WITH THE PAKISTAN FOREIGN SECRETARY : From left to right are Ali Madad Hunza, who was in charge of the porters ; Dr. Karl Herrligkoffer, the leader of the expedition ; Hermann Buhl, who reached the summit of the mountain ; and the Pakistan Foreign Secretary, Chaudrey Muhammad Zafrulla Khan. The German team is reported to have reached the summit of the mountain without using oxygen equipment. Pictures of the Swiss Himalayan team, who made an unsuccessful attempt on Dhaulagiri, are on page 156 of this issue.

AN AERIAL VIEW OF PART OF THE ROUTE TAKEN BY THE NANGA PARBAT EXPEDITION : This picture is taken from the north-east, and the space in the centre was the site of the Austro-German team's first camp. Nanga Parbat, the eighth highest mountain in the world, has become known as the "Killer Mountain," because of the many lives it has claimed.

The World of Books

CANADA AS A WORLD POWER

A Survey of the Fastest Developing Nation, a Land in which the United States has Already Assured Herself a Stake of Over 7,000,000,000 Dollars

SINCE Confederation, Canada and the Canadian people have travelled a great distance, perhaps farther and faster than any other people in the world. As a writer in *The Statist* has said, "In family experience it is doubtful if such a span has been accomplished in any country from grandfather to grandson." Now in mid-century, Canada emerges as a world Power. There has been an impressive advance in living standards and in national prestige, but more than all that the industrial prospect before her is one of massive expansion, whether it be in the wastes of Labrador, where iron and titanium ores are found in such abundance, in the prairie lands of Alberta and Saskatchewan, where oil resources are expanding, or amid the pine forests of British Columbia, where there is now a vast aluminium industry centring upon Kitimat. Everywhere the frontier is being pushed back, not least in the Far North, and at the same time the population is increasing steadily, being now in excess of 14,000,000. United States capital is playing an important part in this development, and by mid-1951, indeed, it was estimated that Uncle Sam had a stake of nearly 7,000,000,000 dollars in the territory of his northern neighbour. He also had the mortification of seeing that the Canadian dollar enjoyed greater status in the world's money market than the mighty American dollar, a sure indication of the industrial trend and the potentialities of Canadian resources.

A truly admirable survey of these new developments upon the American continent is to be found in Leslie Roberts' book CANADA : THE GOLDEN HINGE (Harrap. 15s.). Here is a fine piece of reporting, showing most vividly what Canada has to offer the modern world with her sturdy robust outlook. She can, indeed, be regarded as a hinge, joining Britain and America to enable them to function as a useful unit, but she is more than that, too, as all the world knows. This nation in her own right has the Midas touch. Newfoundland linked her fortunes with Canada only a few years ago, and now the once bankrupt island that derived her income from codfish, making it almost a currency, begins to leave behind the days of bleak poverty. Not only has Canada the Midas touch, but also a very realistic sense of political values. Canada has never pledged herself to any political ideas in particular for very long. She seems to be more concerned with what makes sense in a given situation, and as C. D. Howe, her rugged Minister of Trade, has said : "I 'm all for free enterprise, but you can't go without something just because private enterprise won't build it." Perhaps that sentence sums up best of all the Canadian outlook, her capacity for pursuing political courses that are industrially profitable, for making her way to pre-eminence in a still fiercely competitive world.

THIS WAS THE MURAL WHICH DECORATED THE QUEEN'S RETIRING-ROOM IN THE CORONATION ANNEXE AT WESTMINSTER ABBEY : The mural was painted by Mr. Roland Pym at the request of the Minister of Works, Sir David Eccles. It represents an imaginary view of Windsor Park and Virginia Water, with its ruins, cascades, George IV's Fishing Temple, and the equestrian statue of George III. In the distance the Castle is visible. In the foreground the young Queen Victoria is seen on her white horse, accompanied by the Prince Consort. In a pony cart are her two eldest children, with an "anachronistic" corgi. The view is framed in a curtain of ermine, upheld by golden swans. The mural was designed to create a feeling of space, as there were no windows in the Retiring-Room. The walls of the room were lined with cream silk and the ceiling was a dark blue with gold stars. Roland Pym, besides being well known as a mural painter, is a designer for the theatre and a book illustrator. He recently completed large murals at Buckland Abbey for the late Lord Astor.

Eugene François Vidocq, that remarkable French detective who blossomed in the Napoleonic era and served in his earlier years terms of imprisonment for theft, forgery and highway robbery, has never been accorded a full biography in English. Now Philip John Stead, who translated the memoirs of the arch-criminal Lacenaire, has set about unravelling the tangled skein of fact and fiction in presenting the character of VIDOCQ (Staples Press. 12s. 6d.). And what a character he was, this first and most feared of all detectives, who, having ingratiated himself with the Paris police, went to prison, mixing freely with the inmates, gaining their confidence and then betraying them. On this record alone he emerges as a mean, despicable police spy, but Vidocq was something more than that. He lived his life with enormous relish, breaking in and out of gaols, raiding the hells of the criminals, pursuing women, duelling, stalking the Paris night in a hundred-and-one disguises, defending himself in the courts amid all the changes that followed the fall of Napoleon and preceded the Second Empire, and even trying his hand at writing novels. Vidocq was a character all right, and as the founder of the Sureté, the first creator of a central detective force, he has a special place in the annals of France. His astonishing zest for life never slackened. In the days of his seniority as the much-to-be-feared police chief he would be wandering the streets as a porter, roistering with the thieves and their women in the taverns, in between giving evidence before the Assize Court in that special grand manner of his, or sitting alone with some lovely lady of the Faubourg Saint Germain, listening sympathetically as she poured out her troubles. Even in old age Vidocq was still a magnetic figure, and when he placed himself on exhibition in the famous Cosmorama in Regent Street all London flocked to see the great man, paying 5s. per head for the privilege. Mr. Stead has written a grand book. How far he has succeeded in eliminating legend we cannot really know, but what does emerge is full of entertainment.

No part of the world has excited more continuous interest than the Middle East since the close of the Second World War. The events in Egypt, leading up to the abdication of Farouk and the emergence of Neguib ; in Jordan, leading up to the assassination of Abdullah and to the temporary ascendancy of a mad monarch ; and in Israel, where a new nation has been carved to adjust the balances of the European world and to meet the needs of a land-hungry people, are matters of intense interest historically. In his volume SEVEN FALLEN PILLARS (Secker and Warburg. 25s.) John Kimche surveys this vast field with skill and knowledge born in part of his own experiences as a special correspondent in the Middle East. This is a second, revised and enlarged edition, bringing the story right up to November 1952.

HIGH UPON THE EASTERN PARAPET OF LLANDAFF CATHEDRAL : Mario Brozovic (kneeling) places in position his effigy of the Queen. It is the twenty-second head of a British ruler to be placed upon the Cathedral. Cromwell is among them.

And now let us turn from the Middle East of to-day to the Middle East of 1,900 years ago. In THE OTHER SIDE OF THE STORY (Cassell. 12s. 6d.) Rupert Furneaux, taking advantage of an important manuscript discovery of the last century, brings to light what contemporary observers knew and wrote about the life of Jesus Christ, of which the Gospel story has long been the only publicly known version. The new evidence is not without Gospel support, but it also reveals that the Gospels may be hiding important facts. One fact that emerges is that Christianity was originally a Jewish revolutionary movement against Roman domination, and that Our Lord became involved in an actual outbreak against His intention. These are indeed weighty matters which Mr. Furneaux surveys, and they will appeal in particular to those who find uncritical acceptance of the Gospels difficult, and yet who wish to live their lives in the Gospel spirit. The author approaches his problem essentially as a problem of history, not as a question of theology. Nothing that he says undermines in any way the Christian ideal.

When he was at the height of his powers on the cricket field (and who is to say that he is still not in the front rank of batsmen ?) everyone wanted to see Sidney Barnes, because he was essentially a colourful player with a pretty wit, which somehow or other he was able to put across in the broad arenas of Sydney, Melbourne, Lord's, Headingley and Old Trafford. Now that Mr. Barnes has taken a front seat as a reporter of cricket, the public still wants to hear from him, for he is a forthright writer with a special ability to lighten gloom. His autobiography, IT ISN'T CRICKET (William Kimber. 12s. 6d.), appropriately enough has an introduction by hard-hitting Dr. Evatt, leader of the Opposition in the Australian Parliament, who quite evidently admires Barnes' equally hard-hitting qualities, as most of the rest of us do. Barnes' quarrel with the Australian Board of Control plays quite a part in this book, but he also takes us behind the scenes in many exciting matches, and he is full of racy recollections.

Another great cricketer who looks back across the years, withal in less ebullient fashion, is Leslie Ames, of Kent and England, whose book CLOSE OF PLAY (Stanley Paul. 12s. 6d.) recalls twenty-five years of first-class cricket. Leslie Ames is probably the world's greatest batsman-wicketkeeper. He played in forty-seven Test matches and has broken nearly every wicket-keeping record possible. He is now one of our Test selectors, and has some trenchant views on contemporary cricket and the future of cricket, with which, apparently, all writers on the subject now see fit to finish their narratives.

Mr. S. H. Burton lives in North Devon, and has tramped every mile of its lovely coastline from Lynmouth to Hartland Point and Marsland Mouth. His latest book, THE NORTH DEVON COAST (Werner Laurie. 16s.), is sure of a welcome, and forms a valuable sequel to his volume on Exmoor. In his chapter on Lynmouth and Lynton the author deals at some length with the disaster that overwhelmed Lynmouth in 1952, showing how the narrow valley restricted the great tide of waters as it thundered down from the Exmoor heights, redoubling its fearful power. It was not until it had rushed through the little township that the flood could fan out into the harbour, and it was little wonder that buildings were mown down and cars were battered into fantastic shapes and hurled far out into the bay. Mr. Burton comments favourably on the frank recognition by the authorities of the continuing menace of the moorland heights, and praises the plan for rebuilding which recognises these factors, although, with others, he regrets that the Lynmouth of tradition will never emerge again. That is the price her people must pay for security.

Richard Edmonds

(Vernon Fane is on holiday for a short period)

SIX OTHER NEW PUBLICATIONS

There are two new books about flowers, both of which are profusely illustrated. One is **MIRROR OF FLOWERS** (Verschoyle. 21s.), *by Dorothea Eastwood, and is, in itself, a pageant of our Island's social history reflected in the country names of its wild flowers. It is a book for those wishing to improve their knowledge of the flowers growing wild in the country. In* **A GARDEN IN YOUR WINDOW** (Melrose. 15s.), *Jean Hersey shows how easy and inexpensive it is to transform your window space into a blaze of colour. There are also frequent digressions into flower lore and legend.*

GREAT STORIES OF SCIENCE FICTION (Cassell. 15s), *edited by Murray Leinster, with an Introduction by Clifton Fadiman, is an omnibus of stories achieving a high degree of plausibility because they are simple extensions of our present scientific knowledge.*

There is a new edition of F. Scott Fitzgerald's story **TENDER IS THE NIGHT** (Grey Walls Press. 12s. 6d.). *The author's final revisions have been incorporated and there is a preface by Malcolm Cowley, who was largely responsible for the new version.*

Travellers who frequent the highways from the South and Midlands to the Fylde Coast, the Morecambe Bay region, to Lakeland or to Scotland will be familiar with **LANCASHIRE-WESTMORLAND HIGHWAY, WITH BYWAYS AND FOOTWAYS FOR THE CURIOUS TRAVELLER** (Hale. 16s.). *This book by Jessica Lofthouse, herself a native of Lancashire, has several line drawings.*

The special skills of all sorts of people are dealt with by Allan Jobson in **HOUSEHOLD AND COUNTRY CRAFTS** (Elek Books. 21s.). *The tools used in the various crafts are set out and described, and there are* 100 *illustrations.*

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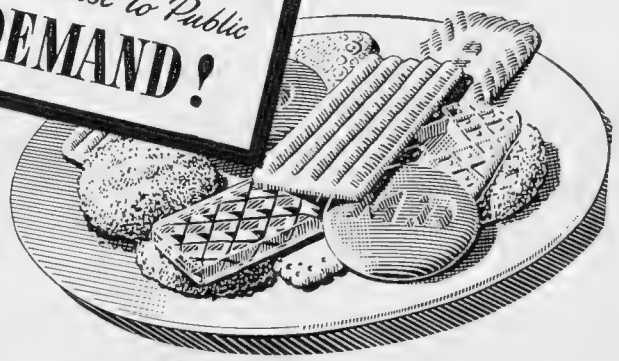

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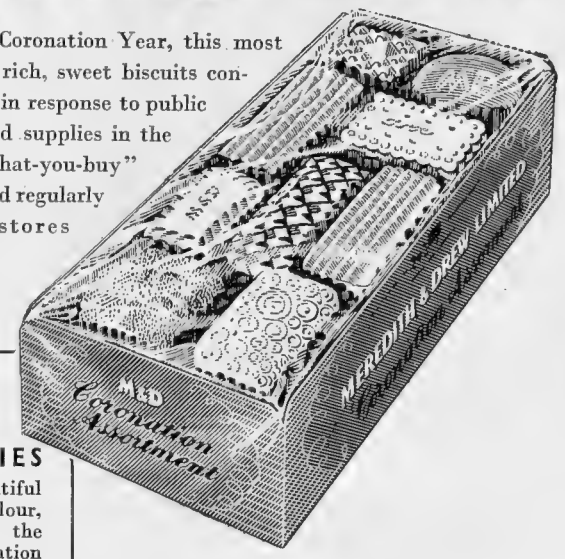

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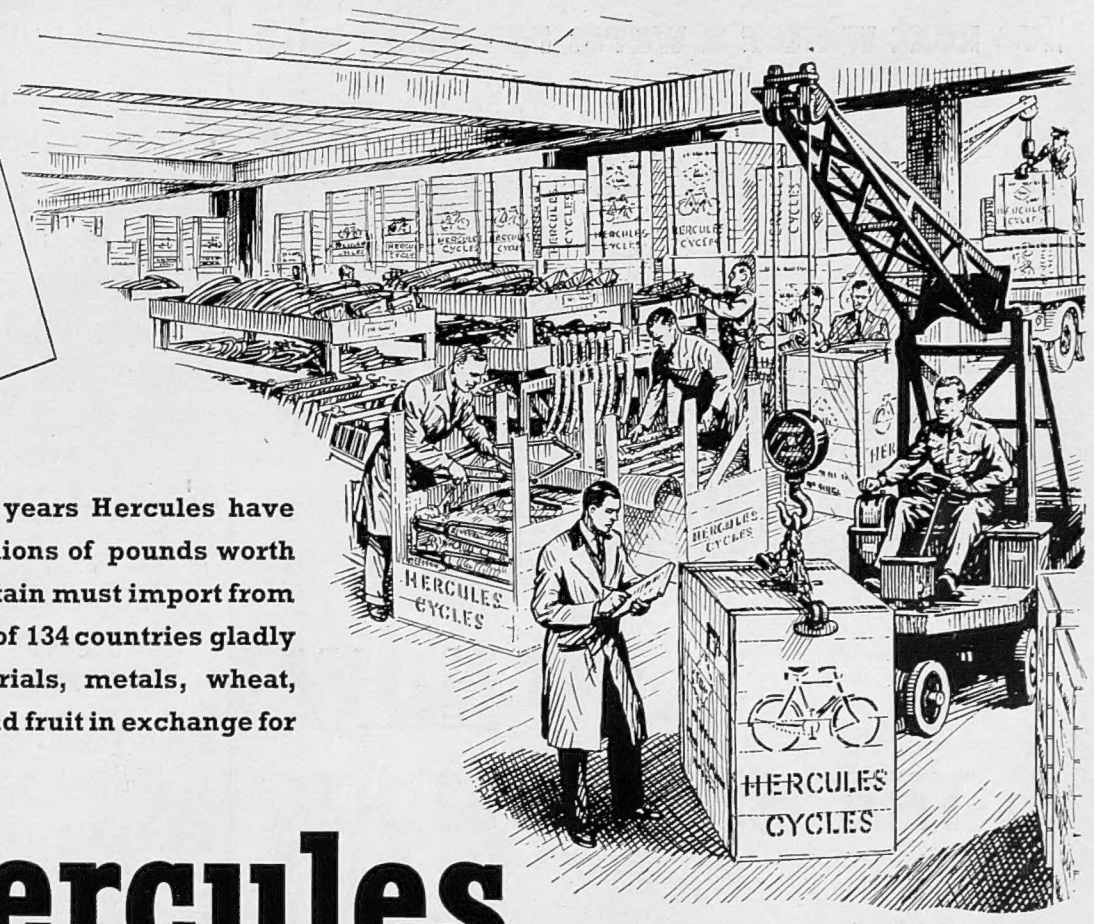

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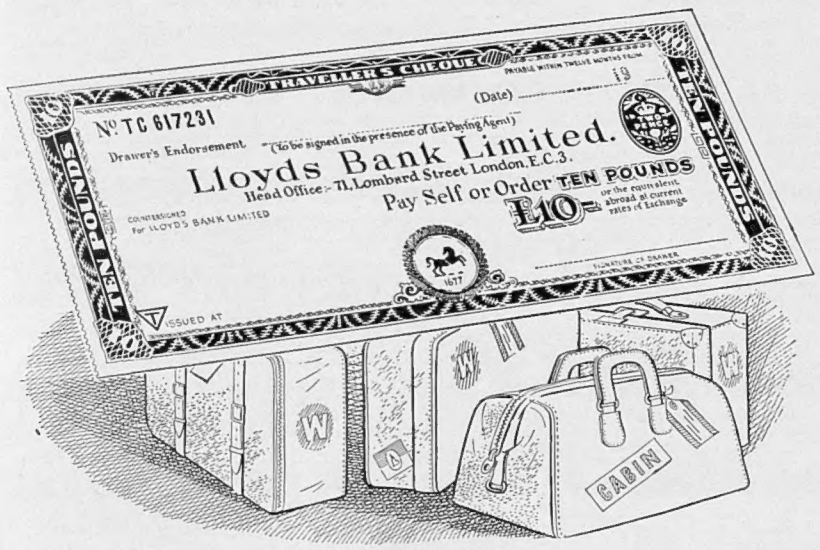

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IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

THOSE of us who were not in London during Coronation Week were mostly in our own home towns and villages, playing our parts in an historic occasion. For hotels not in the capital it was a lean week, though I anticipate that they will make up for it in September and October when the chances are the Clerk of the Weather will bestow on us a golden autumn to counteract a grey early summer. Many parts of the country offer inducements for an autumn holiday, but this week, I am concentrating particularly on the West Country, and only then on places asked for specifically.

Exmoor is always beautiful, with its beech-hedged lanes providing colour right through the autumn into spring, and for one of the best viewpoints of the changing seasons I would advocate *Dunkery Beacon Hotel* as a friendly, homely base. Facing the full grandeur of the Beacon itself, it is within easy reach of Minehead and its shops.

Maybe you are hankering after North Devon. Take, for instance, Mortehoe, free from all sophistication, where *Hillside Cottage Hotel* is a good choice for those who like a small place where friendliness and comfort are closely allied. For others who must have a sense of space, both within and without, the *Watersmeet Hotel*, most advantageously situated, is the answer. With a rocky footstool and a sandy foreshore, it offers seascape, scenery and satisfying comfort. Mortehoe and Woolacombe are friendly neighbours, and at the latter you should choose the *Beach Hotel*. In the summer holidays, while children disport themselves on sands and in rock pools, parents plan an autumn holiday free from responsibility, and Mr. and Mrs. Clack rise to the occasion. A homely base for those with a car who wish to sample the North Devon coast as a whole is *Broomhill*, at Muddiford.

Turning southward, Dartmoor has much to commend it in autumn, and for shelter, scenery and sleep-inducing nights, *Easton Court*, at Chagford—an unusual hotel much sought-after by authors and overseas visitors—fits well into the picture.

I have received two other enquiries, one for Sidmouth and one for the outskirts of Exeter. The former town offers a high standard in hotel-keeping and as an autumn and winter resort is second to none. In the moderately-priced category there are a number of hotels from which to choose, but in this instance I recall to mind *Torbay Hotel*, which occupies a sunny, sheltered position overlooking the cricket field and across to the sea. The answer to my Exeter enquiry is *Countess Weir House* (*not* to be confused with the hotel of that name), a fine Georgian manor standing in its own grounds, situated off the by-pass and within easy reach of the city centre.

Finally, in the Roseland Peninsula of South Cornwall, where the shadowy waters of the Fal blend harmoniously with the changing leaf of tree-lined banks, lies *Polsue Manor*, near Truro, a country-house hotel where Major and Mrs. Reeve take a personal pleasure in making their visitors feel at home.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195-198, Strand, London, W.C.2.

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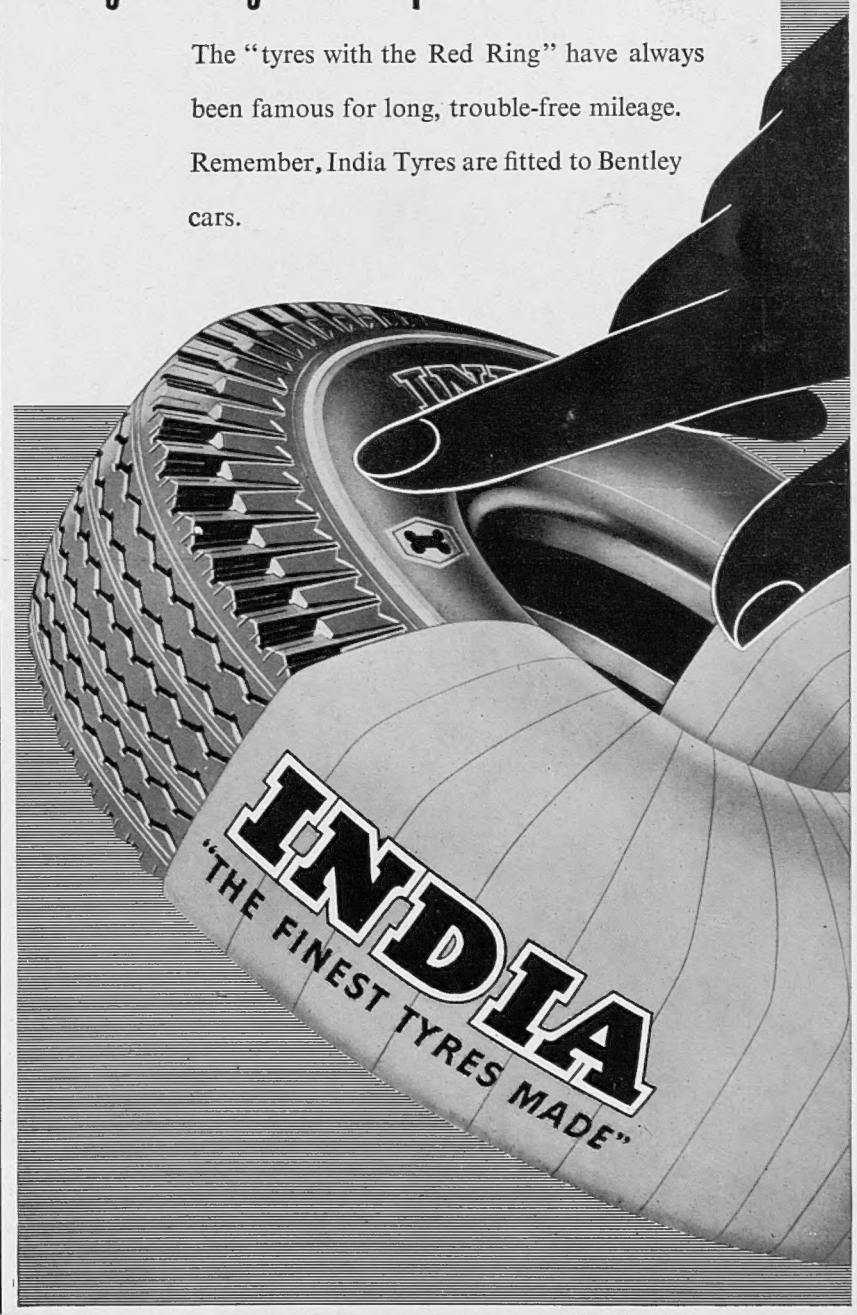

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